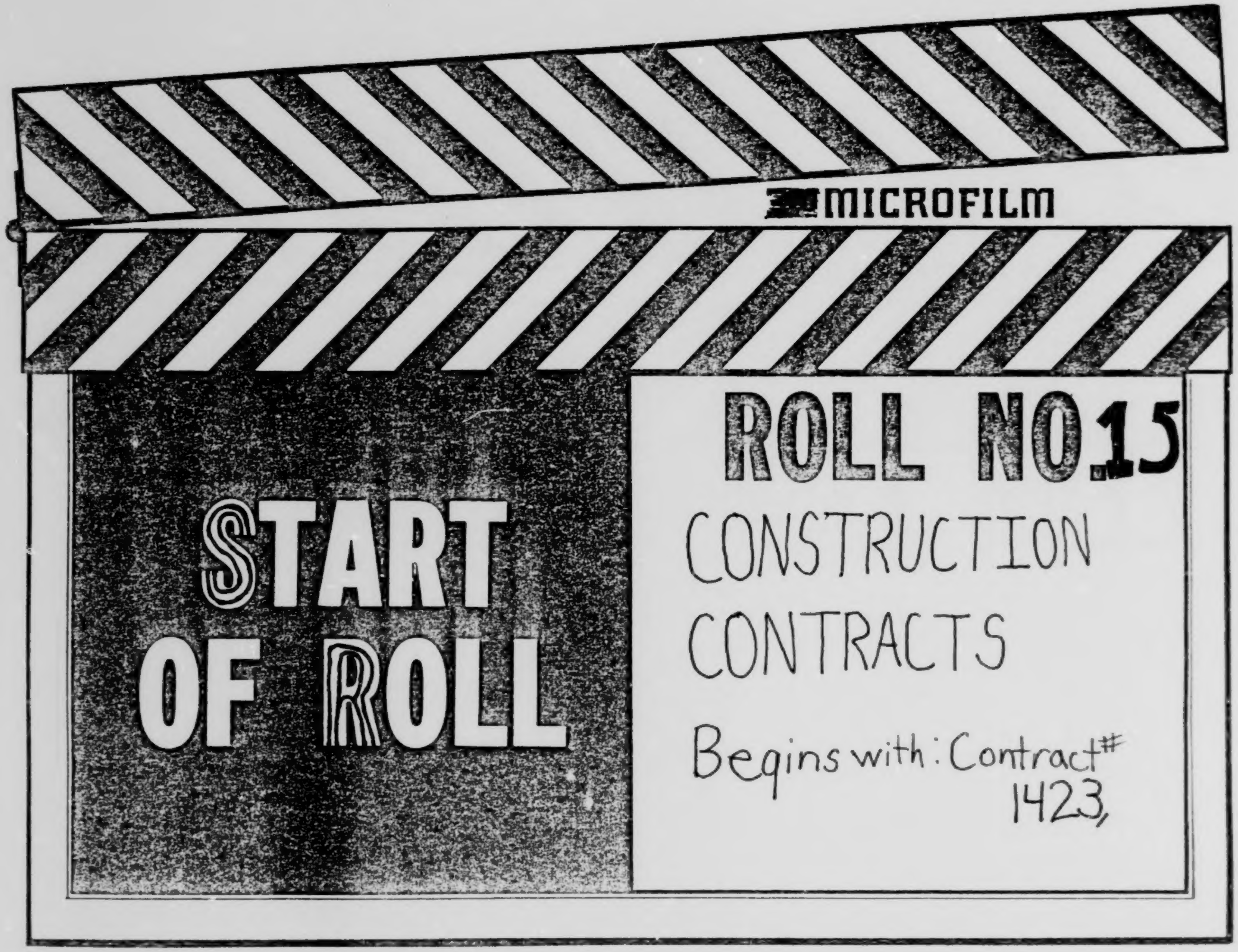

MICROFILM

START OF ROLL

ROLL NO. 15

CONSTRUCTION
CONTRACTS

Begins with: Contract#
1423,

CONTRACT #1423,

PR 161-B Gregg Ranch Sec. (Cottage Grove-North) 1932

1423

Folder # 1

#1423

161B

October 31, 1933

Standard Accident Insurance Co.
% A. D. Trumkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed with the Secretary of State by Twin Oaks Lumber Company against State Highway Contract No. 1423 awarded to Liesch & Tofte for the construction of the Gregg RanchSection of the Pacific Highway in Lane County.

The claim is in the amount of $25.78 and is for materials furnished to the contractors.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Liesch & Tofte
Marshfield, Ore.

October 31, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 30 enclosing copies of notice of claim filed by Twin Oaks Lumber Company against Liesch & Tofte to whom the Commission awarded the contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

Copies of the notice are being sent to the contractors and their surety.

Very truly yours

Secretary

AJ

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

October 30, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by Twin Oaks Lumber Company for materials furnished in the amount of $25.78 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
OCT 31 1933
OREGON
STATE HIGHWAY COMMISSION

COPY

Eugene, Oregon, Oct 27 33

Hal E. Hoss Sec State of Oregon

Claim against Liesch & Tofte
in account with

TWIN OAKS LUMBER COMPANY
Phone 782 Eugene, Oregon 669 High Street

Notice is hereby given that the undersigned, TWIN OAKS LUMBER CO of Eugene Ore has a claim for materials, consisting of explosives and tile in the sum of $25.78 against the bond taken from Standard Accident Insurance Co - A. D. Trunkey agent - for the work of Liesch & Tofte on the Gregg Ranch Section of the Pacific Highway in Lane County Oregon.

Yours Truly,
John J. Rogers President.

Witnesses:
Louis B. Nadeau
C. V. Culp

Endorsed: File No. 2342
Filed October 30, 1933
HAL E. HOSS,
Secretary of State

RECEIVED

#1423

161-B

161-B

BEALL PIPE AND TANK CORPORATION
COLUMBIA BLVD. & DENVER AVE.
PORTLAND, ORE.

CC to
Oregon State Highway Dept.,
Salem, Oregon.

October 26, 1933.

Standard Accident Insurance Co.,
Spalding Building,
Portland, Oregon.

Gentlemen:

This is to advise you that Blesch and Tofte have failed to pay us for the corrugated culvert used in the Oregon State Highway contract known as the Gragg Ranch Section of the Pacific Highway in Lane County, Oregon, in amount $84.53, sold to them as per the enclosed copies of invoices on December 12th, 1932, and we are herewith filing this as a claim against you as their bondsmen on this job.

Please acknowledge receipt of this letter and the invoices so that we may complete our file on the matter.

COPY

Yours very truly,

BEALL PIPE & TANK CORPORATION

JBeall

Vice President.

JEBeall
LM

Encls.

RECEIVED
OCT 27 1933
OREGON
STATE HIGHWAY COMMISSION

161-B

October 26, 1933

Lamping & Company
818 Spalding Building
Portland, Oregon

Gentlement

In response to your request of October 25, we are giving below a list of claims that have been filed in this office against State Highway Contract No. 1423, awarded to Liesch & Tofte for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County:

Cottage Grove Lumber Company, for material Amount not stated	
S. K. Adams, for material	$ 22.06
J. H. Chambers & Son, for material	59.11
J. F. Dillon, for labor and material Amount not stated	
City of Cottage Grove, rental and repairs of roller	67.10
L. E. Spangenberg, for material	88.00
J. W. & J. R. Hillstrom, rental of grader Amount not stated	
Standard Oil Co. for supplies	652.10
Eugene Concrete Pipe Co. for material	83.56
Feenaughty Machinery Co. for rental of equipment	26.40
Twin Oaks Lumber Co., for materials	25.11

Very truly yours

Secretary

AJ

October 26, 1933

Claims on file in the office of the Oregon State Highway Commission against Liesch & Tofte on Contract No. 1423 - Gregg Ranch Section of the Pacific Highway in Lane County -

Cottage Grove Lumber Company - for material - amount not stated.	
S. K. Adams - for material furnished -	$22.06
J. H. Chambers & Son - for material furnished -	$59.11
J. F. Dillon - for labor and material - amount not stated -	
City of Cottage Grove - for rental and repairs of roller -	$67.10
L. E. Spangenberg - for material furnished -	$88.00
J. W. & J. R. Hillstrom - for rental of grader - amount not stated -	
Standard Oil Co. - for supplies furnished -	$652.10
Eugene Concrete Pipe Co. - for material furnished -	$83.55
Feenaughty Machinery Co. for rental of equipment -	$26.40
Twin Oaks Lumber Co., - for material furnished -	$25.11

[illegible], Vice-President & Secretary
[illegible]EATON, Vice-President
J.H.THOM, Vice-President
KENNEDY R.OWEN, Vice-President
PAUL M.BOWEN, Vice-President

INCORPORATED 1884

F.S.BROWN, Vice-President
A.J CROCKETT, Vice President
R.H.PLATTS, Vice-President
J.P.HACKER, Vice-President
L.K.KIRK, Treasurer
H.T.WINTER, Assistant Secretary

Standard
Accident Insurance Company
DETROIT, MICHIGAN
CASUALTY INSURANCE, FIDELITY AND SURETY BONDS

LAMPING & COMPANY, INC.
GENERAL AGENTS
818 SPALDING BLDG.
PORTLAND, OREGON

RECEIVED
OCT 25 1933

October 25, 1933

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Contract 1423 - Liesch & Tofte
Construction of the Gregg Ranch
Section of the Pacific Highway
in Lane County, Oregon.

Please advise us the names of creditors who have filed claims with your office against the above captioned contract.

Thanking you for your consideration, we are

Yours truly

LAMPING & COMPANY

By J. S. Laird R.S.

#1423

161-B

October 25, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Eugene Concrete Pipe Company against Liesch & Tofte for materials furnished amounting to $83.65 in connection with contract No. 1423 covering construction work on the Gregg Ranch Sectionof the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte
Marshfield, Oregon

October 25, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of receipt of your communication of October 23rd with attached copies of notice of claim which has been filed by the Eugene Concrete Pipe Company against Leisch & Tofte for materials furnished, amounting to $83.55, in connection with contract No. 1423 which was awarded Leisch & Tofte for construction work on the Gregg Ranch Section of the Pacific Highway.

In accordance with our usual practice we are sending the surety and the contractor a copy of this notice of claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

October 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gehtlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by the Eugene Concrete Pipe Company for materials furnished in the amount of $83.55 against the bond taken from Leisch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

COPY

EUGENE
CONCRETE PIPE COMPANY
Inc.
P.O. Box 557 135 Blair Blvd.

Eugene, Oregon

October 20th, 1933.

Hal E. Hoss, Secretary of State,
Salem, Oregon.

Dear Sir:

Notice hereby is given that the undersigned, Eugene Concrete Pipe Co., Inc., has a claim for materials, furnished as follows ;

21 lin feet 12" concrete culvert pipe	@ .60 per ft.	$12.60
21 " 18" " " "	$1.45 "	30.45
½ sack of cement		.50
500 lin feet 6" " drain tile	@ .08 "	40.00
		$83.55

in the sum of $ 83.55 against the bond taken from the Standard Accident Insurance Company, A. D. Trunkey, Agt. Spalding Bldg. Portland, Ore, for the work of Leisch & Tofte on State Highway Contract No. 1423, Gregg Ranch Section of the Pacifice Hwy in Lane County, Ore.

Eugene Concrete Pipe Co.,

By Hugh P. Ford, Pres.

Endorsed: File No. 2336
Filed October 23, 1933
HAL E. HOSS,
Secretary of State

#1423

161-B

October 24, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We have received information to the effect that the Standard Oil Company of California has a claim in the amount of $852.10 against Liesch & Tofte for petroleum products furnished in connection with contract No. 1423 which was awarded to Liesch & Tofte for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc - Liesch & Tofte,
Marshfield, Oregon

October 24, 1935

Doy, Hampson & Nelson
800 Pacific Building
Portland, Oregon

Gentlemen:

Acknowledgment is made of the receipt of affidavit of F. M. Ewing covering the claim which the Standard Oil Company has against the bond taken from Liesch and Tofte, principals, and the Standard Accident Insurence Company, surety, in connection with contract No. 1425 which was awarded Liesch and Tofte for construction on the Gregg Ranch Section of the Pacific Highway.

In compliance with your request we are sending to you, under separate cover, certified copy of this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL F. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF

October 23, 1933.

RECEIVED
OCT 24 1933
OREGON
[illegible]

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

We enclose herewith affidavit of F. M. Ewing, District Credit Man at Portland, Oregon, for the Standard Oil Company of California, covering the claim which the Standard Oil Company of California has against the bond taken from Liesch & Tofte, principals, and the Standard Accident Insurance Company, surety, in connection with regrading and resurfacing .33 miles of the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon, Oregon State Highway Contract No. 1423.

Will you please send us a certified copy of the contract and bond.

Very truly yours,

Dey, Hampson & Nelson

17/24
Enclosure

RECEIVED
[illegible] 24 193[illegible]

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, F. M. EWING, being first duly sworn, say: That I am District Credit Man at Portland, Oregon, of Standard Oil Company of California, an have personal knowledge of the claim of said Company against Liesch & Tofte.

That during the period November 29, 1932 to June 26, 1933, Standard Oil Company of California, at the special instance and request of Liesch & Tofte sold and delivered to Liesch & Tofte, goods, wares and merchandise consisting of petroleum products; that all of said goods, wares and merchandise were used by Liesch & Tofte in connection with regrading and resurfacing .33 miles of the Gregg Ranch section of the Pacific Highway in Lane County, Oregon, Oregon State Highway Contract No. 1423; the Standard Accident Insurance Company was the surety on the bond given by Liesch & Tofte in connection with this work as provided by law.

I further say that Standard Oil Company of California has not been paid in full for the goods, wares and merchandise sold to Liesch & Tofte and used by them in connection with the work above described, and that there is now due and owing from Liesch & Tofte to the Standard Oil Company of California on account thereof the sum of $652.10.

I make this affidavit for the purpose of securing a certified copy of the contract and bond above described, as provided by law.

F M Ewing

Subscribed and sworn to before me this 21 day of October, 1933.

Andrew [illegible]
Notary Public for Oregon

My commission expires March 27, 1936

#1423

161-B

October 23, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey,
Spalding Building
Portland, Oregon

Gentlemen:

We have received a letter from the Twin Oaks Lumber Company of Eugene stating that Liesch & Tofte are indebted to them in the amount of $25.78 for labor or material furnished in connection with State Highway Contract No. 1423 which was awarded Liesch & Tofte for construction on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte,
Marshfield, Oregon

October 25, 1933

Twin Oaks Lumber Co.
669 High Street
Eugene, Oregon

Attention: John J. Rogers, President

Gentlemen:

Reference is made to your communication of October 17th regarding your claim amounting to $25.78 against Liesch & Tofte in connection with state highway contract No. 1423 which was awarded to them for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

Liesch and Tofte were required to furnish the State with a surety bond in connection with this project for the protection of all labor and material claims incurred against this job. This bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey is the Resident Agent with offices in the Spalding Building, Portland. Would suggest that you write to the bonding company in regard to your claim and also that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, a copy of which is enclosed.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

OHN J. ROGERS, President

L. C. SCHARPF, Secretary

Lumber
Shingles
Veneers
Roofing

Twin Oaks Lumber Co.
BUILDING MATERIAL STORES
669 High Street • Phone 782
Eugene, Oregon

Explosives
Wallboards
Paints and Oils
Masons' Supplies

Oct. 17, 1933

RECEIVED
OCT 23 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Leisch and Tofte of Marshfield are indebted to us at Eugene $ 21.38, and Cottage Grove $ 4.40 for work done on the highway two miles north of Cottage Grove this last spring and summer.

We are unable to collect from them and will appreciate your advice as to how we might proceed in order to get our money from these people.

Yours very truly,

TWIN OAKS LUMBER CO.

By John J Rogers
President

JJR:Mc

21.38
4.40
25.78

OCT 23 33

#1423
161-B.

October 20, 1933

Lamping & Company, Inc.
818 Spalding Bldg.,
Portland, Oregon.

Attention: J. F. Laird.

Gentlemen:

In response to your inquiry of October 19th we wish to advise that the warrant covering final payment was mailed to Liesch & Tofte, Marshfield, Oregon, on August 11th, 1933. This was the final payment in connection with their contract No. 1423 - Gregg Ranch Section in Lane County.

This contract was completed on June 24, 1933 and was accepted on July 20, 1933.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Y, JR., President
CHARLES C. BOWEN, Vice-President & Secretary
J. S. HEATON, Vice-President
J. H. THOM, Vice-President
KENNEDY R. OWEN, Vice-President
PAUL M. BOWEN, Vice-President

INCORPORATED 1884

F. S. BROWN, Vice-President
A. J. CROCKETT, Vice-President
R. H. PLATTS, Vice-President
J. P. HACKER, Vice-President
L. K. KIRK, Treasurer
H. T. WINTER, Assistant Secretary

Standard
Accident Insurance Company

DETROIT, MICHIGAN

CASUALTY INSURANCE, FIDELITY AND SURETY BONDS

LAMPING & COMPANY, INC.
GENERAL AGENTS
818 SPALDING BLDG.
PORTLAND, OREGON

RECEIVED
OCT 20 1933
OREGON
STATE HIGHWAY COMMISSION

October 19, 1933

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. H. B. Glaizyer

Dear Sir:

Re: Contract No. 1423 - Liesch & Tofte

We would greatly appreciate having you advise us the date final payment was made on the above captioned contract for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

Thanking you for your consideration, we are

Yours truly

LAMPING & COMPANY

By

7454

Final 8924.45
Mailed aug 11, Marshfield

#1423
161-B

October 17, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey
Spalding Building
Portland, Oregon

Gentlemen: Receipt is acknowledged of your letter

We are attaching a copy of notice of claim which has been filed by the Feenaughty Machinery Company against the bond furnished by Liesch & Tofte in connection with contract No. 1423 which covers construction work on the Gregg Ranch Section of the Pacific Highway. This claim is for rental of equipment and amounts to $26.40.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

cc - Liesch & Tofte,
Marshfield, Oregon

October 17, 1933

Hal E. Hoss, Secretary of State
Capitol Building

Dear Sir:

Receipt is acknowledged of your letter of October 13th with attached copies of notice of claim which has been filed by the Feenaughty Machinery Company against Liesch & Tofte for rental of equipment amounting to $26.40 in connection with contract No. 1423 which was awarded Liesch & Tofte for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

In accordance with our usual practice we are today sending copies of this notice of claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

C. N. Laughrige, Chief Deputy

Hal E. Hoss
SECRETARY OF STATE
SALEM, OREGON

October 13, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

For your information and files there are enclosed three copies of a notice of claim by the Feenaughty Machinery Company for rental of equipment in the amount of $26.40 against the bond taken from Liesch & Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, contract No. 1423.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
OCT 1[illegible] 1933

COPY

TO THE STATE OF OREGON, AND
THE STATE HIGHWAY COMMISSION of
the State of Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, FEENAUGHTY MACHINERY COMPANY, a corporation, organized under the laws of the State of Oregon, with its principal office at 112 S. E. Belmont Street, Portland, Oregon, has a claim for rental on equipment for the sum of Twenty-Six Dollars and Forty Cents ($26.40), against the bond taken from LIESCH and TOFTE, contractor, and against the surety on the bond of said LIESCH and TOFTE, to-wit: the STANDARD ACCIDENT INSURANCE COMPANY, a corporation, for the matter of a contract entered into between the State of Oregon through the Oregon State Highway Commission and the said LIESCH and TOFTE, namely State Highway Contract No. 1423, for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon.

An itemized statement of said claim is attached.

FEENAUGHTY MACHINERY COMPANY

By W. O. Feenaughty
President

Subscribed and sworn to before me this 12th day of Oct 1933

(SEAL)

GEO. G. MARTIN
Notary Public, in and for the
State of Oregon.
My Commission expires 5/18/36.

* * * * * * * * *

STATEMENT

Portland, Oregon, Oct. 12, 1933

FEENAUGHTY MACHINERY CO.
320-338 Belmont Street

Liesch and Tofte
Cottage Grove, Oregon

1933	Rent of Cat & Bulldozer		
March 17	" 3/18 to 4/18/33	$225.00	
April 17	" 4/18 to 5/18/33	225.00	450.00
	Credits		
May 15	For unused portion of last rent	81.00	
July 25	Check	142.60	
July 31	check	200.00	423.60
	Balance		$ 26.40

Endorsed: File No. 2326
Filed October 13, 1933
HAL E. HOSS,
Secretary of State

FORM [illegible] 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

161-B

Roseburg, Ore.
Oct. 19, 1933

IN REPLY PLEASE
REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. SMITH

Dear Sir:

Attached hereto you will find Special Provisions and Estimate for paving the Gregg Ranch Section near Cottage Grove. Provisions and estimate for bituminous macadam surface were sent in last May but I understand it has been decided to pave this with Portland Cement Concrete.

Very truly yours,

E. A. Collier
Division Engineer

Cc. R.H. Baldock
EAC:AW

NOTED
State Highway Engineer

RECEIVED
OCT 20 1933

#14

161-B

October 14, 1933

Standard Accident Insurance Co.
% A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We have received notice that Feenaughty Machinery Company has a claim against Liesch & Tefte in connection with the contract awarded to them for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

The claim is in the sum of $26.40 and is for rental of equipment.

This information is given you as you appear as surety on the bond.

Very truly yours

Secretary

AJ

cc Liesch & Tefte
Marshfield, Oregon

October 14, 1933

Feenaughty Machinery Co.
324 Belmont St.
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of October 12 enclosing Notice of Lien against Liesch & Tefte in connection with the contract that was awarded to them for the construction of the Gregg Ranch Section of the Pacific Highway. We are placing this on file for our reference.

If you have not filed a like notice with the Secretary of State, we suggest that you do so to protect your claim. A mimeographed copy of the law relating to this feature is enclosed for your information.

Very truly yours

Secretary

AJ

NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

W. O. FEENAUGH[illegible]ENT & MGR
D. J. FEENAUGHTY, VICE PRESIDENT
J. I. OVERMAN, SEC'Y & SALES MGR
M. B. MACK, MGR. AGRICULTURAL DEPT

ROCK CRUSHERS
ROAD ROLLERS
ROAD GRADERS
ROAD SCRAPERS
ROAD PLOWS
CRAWLER TRACTORS
POWER SHOVELS
DIESEL ENGINES
CONCRETE MIXERS
THRESHING MACHINES
STEAM ENGINES
GAS ENGINES
SAW MILLS
AUTO TRUCKS

Feenaughty Machinery Co.

MANUFACTURERS AND JOBBERS IN
ROAD AND STREET BUILDING MACHINERY
CONTRACTORS ROCK AND EARTH HANDLING EQUIPMENT
FARM AND SAW MILL MACHINERY

324 BELMONT STREET.

PORTLAND, OREGON

RECEIVED
OCT 1[illegible] 1933
STATE HIGHW[illegible]

October 12, 1933

Oregon State Highway Commission,
Salem,
Oregon.

Attention: H. B. Glaisyer, Secretary.

Gentlemen:

We are enclosing herewith Notice of Lien which we respectfully ask that you file and protect same on your settlement.

Yours very truly,
FEENAUGHTY MACHINERY COMPANY

By W O Feenaughty

WOF:m
encl.

⑫

TO THE STATE OF OREGON, AND
THE STATE HIGHWAY COMMISSION of
the State of Oregon:

NOTICE IS HEREBY GIVEN, that the undersigned, FEENAUGHTY MACHINERY COMPANY, a corporation, organized under the laws of the State of Oregon, with its principal office at 112 S. E. Belmont Street, Portland, Oregon, has a claim for rental on equipment for the sum of Twenty-Six Dollars and Forty Cents ($26.40), against the bond taken from LIESCH and TOPPE, contractor, and against the surety on the bond of said LIESCH and TOPPE, to-wit: the STANDARD ACCIDENT INSURANCE COMPANY, a corporation, for the matter of a contract entered into between the State of Oregon through the Oregon State Highway Commission and the said LIESCH and TOPPE, namely State Highway Contract No. 1423, for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon.

An itemized statement of said claim is attached.

FEENAUGHTY MACHINERY COMPANY
By
President

Subscribed and sworn to before me
this 17 day of Oct 1933

Notary Public, in and for the
State of Oregon.
My commission expires 5/13/36.

#1423

161-B

STATEMENT

Portland, Oregon, Oct. 12, 1933

FEENAUGHTY MACHINERY CO.

320-338 Belmont Street

M Liesch and Tofte

Cottage Grove, Oregon

Remit in Portland or Chicago Exchange

		Acct. Rendered		
1933		Rent of CAT & BULLDOZER		
March	17	" 3/18 to 4/18/33	$ 225.00	
April	17	" 4/18 to 5/18/33	225.00	450.00
		Credits		
May	15	For unused portion of last rent	81.00	
July	25	Check	142.60	
July	31	Check	200.00	425.60
		Balance		$ 26.40

Building Machinery

Mill Machinery

ty, Pres.

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ISSION
COMPANY

retary

Treasurer

#1423

161-B

October 11, 1935

Feenaughty Machinery Company
334 Belmont Street
Portland, Oregon

Attention: W. C. Feenaughty, Pres.

Gentlemen:

Reference is made to your letter of October 10th in regard to the contract awarded to Liesch and Tofte at Cottage Grove, Oregon.

The contract to which you refer is State Highway Contract No. 1423 and was awarded to Liesch and Tofte for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County. The bond furnished in connection with this project was written by the Standard Accident Insurance Company for whom A. D. Trunkey, with offices in the Spalding Building, Portland, is the Resident Agent.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

ECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

W. O. FEENAUGHTY, [illegible] & MGR.
D. J. FEENAUGHTY, VICE PRESIDENT
J. I. OVERMAN, SEC'Y & SALES MGR
M. B. MACK, MGR. AGRICULTURAL DEPT

ROCK CRUSHERS
ROAD ROLLERS
ROAD GRADERS
ROAD SCRAPERS
ROAD PLOWS
CRAWLER TRACTORS
POWER SHOVELS
DIESEL ENGINES
CONCRETE MIXERS
THRESHING MACHINES
STEAM ENGINES
GAS ENGINES
SAW MILLS
AUTO TRUCKS

Feenaughty Machinery Co.
MANUFACTURERS AND JOBBERS IN
ROAD AND STREET BUILDING MACHINERY
CONTRACTOR'S ROCK AND EARTH HANDLING EQUIPMENT
FARM AND SAW MILL MACHINERY

324 BELMONT STREET

PORTLAND, OREGON
October 10, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Will you kindly give us the number and designation of the contract awarded to Liesch and Tofte at Cottage Grove, Oregon.

Thanking you in advance for your courtesy in this matter, we are

Yours very truly,
FEENAUGHTY MACHINERY COMPANY

W O Feenaughty
President

WOF:G

#1423

161-B

October 11, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey
Spalding Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which has been filed by the Standard Oil Company of California against Liesch & Tofte for material furnished amounting to $652.10 in connection with contract No. 1423 which was awarded Liesch & Tofte for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte
Marshfield, Oregon

October 11, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of October 7th with attached copies of notice of claim which has been filed by the Standard Oil Company of California against Liesch & Tofte for material furnished amounting to $652.10 in connection with State Highway Contract No. 1423 which was awarded Liesch & Tofte for construction work on the Gregg Bench Section of the Pacific Highway in Lane County.

In accordance with our usual practice we are today sending a copy of this notice of claim to the surety and to the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 11 1935

October 7, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Messrs, Dey, Hampson & Nelson, Attorneys, Portland, Oregon, have today filed in this office a notice of claim by Standard Oil Company of California for materials furnished in the amount of $652.10 against the bond taken from Liesch & Tofte, principals, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway, State highway contract #1423.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

1175-Y

TO HONORABLE HAL E. HOSS, Secretary of State
of the State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, the STANDARD OIL COMPANY OF CALIFORNIA, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of Six Hundred Fifty-two and 10/100 Dollars ($652.10) against the bond taken from Liesch & Tofte, principals and Standard Accident Insurance Company, surety, in connection with regrading and resurfacing .33 miles of the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon, being Oregon State Highway Contract No. 1428.

Dated at Portland, Oregon, October 5th, 1933

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. MUNCY
District Sales Manager

Endorsed: File No. 2315
Filed October 7 1933
HAL E. HOSS,
Secretary of State

#1423

161-B

October 11, 1933

Standard Accident Insurance Co.
C/o A. D. Trumkey
Spalding Building
Portland, Oregon

Gentlemen:

We have received information to the effect that the Eugene Concrete Pipe Company has a claim amounting to $63.55 against Liesch and Tofte for material furnished that company in connection with State Highway Contract No. 1423 which was awarded them for the construction work on the Gregg Ranch Section of the Pacific Hi Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]:MC

cc - Liesch & Tofte
Marshfield, Oregon

October 11, 1933

Eugene Concrete Pipe Co.
Eugene, Oregon

Attention: Hugh P. Ford, President

Gentlemen:

This is to acknowledge receipt of statement of your claim, under date of October 1st, against Liesch and Tofte for material furnished in connection with State Highway Contract No. 1423 which was awarded them for construction work on the Gregg Ranch Section of the Pacific Highway in Lane County.

In connection with this project, Liesch and Tofte were required to furnish the state with a surety bond for the protection of all labor and material claims incurred in connection with this contract. This bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey is the Resident Agent with offices in the Spalding Building, Portland.

Would suggest that you take this matter up with the bonding company and also file notice of your claim with the Secretary of State, in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed for your information.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

FORD, PRESIDENT

PHONE [illegible]

HOWARD A. HALL, SEC'Y-TREAS.

P. O. BOX 587

135 BLAIR BLVD.

EUGENE
CONCRETE PIPE COMPANY

HIGHWAY CULVERT PIPE
SEWER PIPE, DRAIN PIPE
IRRIGATION & WATER PIPE

HOLLOW WALL TILE, WELL
CURBING, BRICK BLOCK
VAULT AND SEPTIC TANKS

Established 1912
CONCRETE PRODUCTS OF MERIT
EUGENE, OREGON

October 1st 1933

Liesch and Tofte, Contractors

Gregg Ranch Job, Lane County

21 Feet 12" Culvert @ 60¢	$12.60
21 Feet 18" Culvert @1.45	30.45
½ Sack cement	.50
500Feet 6" Drain Tile @ 8¢	40.00
	$83.55

The above material was furnished by the Eugene Concrete Pipe Co., and a receipt with signature obtained for the exact footages shown above.

Signed

Eugene Concrete Pipe Co

By Hugh P Ford

ANY SALES TAX OR TAX OF ANY NATURE IMPOSED BY ANY GOVERNMENT AUTHORITY ON ANY OF THE GOODS UNDER THIS QUOTATION SHALL BE ADDED TO THE PRICE SOLD AND FIXED THEREUNDER AND PAID BY THE PURCHASER.
ALL AGREEMENTS CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER CAUSES BEYOND OUR CONTROL. PRICES SUBJECT TO CHANGE WITHOUT NOTICE. ADDRESS COMMUNICATIONS TO THE COMPANY.

#1423

161-B

October 4, 1935

J. A. Denn Powder Company,
275 Pine Street,
Portland, Oregon.

Attention: Fred W. Packwood, Secty.

Gentlemen:

In response to your inquiry of October 2nd we wish to advise that the Liesch & Tefte Contract No. 1423 - Gregg Ranch Section of the Pacific Highway in Lane County, was completed June 24, 1935. This contract was accepted by the Highway Commission on July 30, 1935.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Washington

Home Office 275 Pine Street
Telephone BRoadway 5327
Portland, Oregon

J. A. DENN POWDER COMPANY
MANUFACTURERS
DENNITE
EXPLOSIVES
Portland, Oregon

October 2, 1933

RECEIVED
OCT 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Will you kindly give me the number of the job and the date of final completion entered into by and between the State Highway Commission and Leische & Tofte at or near Cottage Grove, Oregon.

Thank you in advance for your information.

Yours very truly,

J. A. DENN POWDER COMPANY

By Fred W. Packwood
Fred W. Packwood
Secretary

FWP/m

"USE 20% LESS"

161-B

August 29, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of August 28 enclosing copies of notice of claim filed by J. F. Dillon against Liesch & Tofte in connection with the contract that was awarded to them for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

We are today forwarding copies of the notice to the contractors and their surety.

Very truly yours

Secretary

AJ

Hal E. Hoss

August 29, 1933

Standard Accident Insurance Company
% A. D. Trunkey, Agents
Spalding Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by J. F. Dillon against Liesch & Tofte in connection with their contract for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County.

The claim is in the sum of $36.00 and is for repair work done in connection with the above-described job.

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Liesch & Tofte
Marshfield
Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 29 1933
OREGON
STATE HIGHWAY COMMISSION

August 28, 1933

Oregon State Highway Commission
Oregon State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by J. F. Dillon for labor performed in the amount of $36.80 against the bond taken from Liesch and Tofte, principal, and Standard Accident Insurance Company, surety, for work on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon, has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc.3

COPY

Cottage Grove, Oregon
Aug. 15 - 1933.

Secy of State
Salem, Oregon

Notice is hereby given that the undersigned, J. F. Dillon has a claim for welding & repair work on road building equipment furnished in connection with their contract for regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County, Liesch & Tofte Contractors, in the sum of $36.80 against the bond taken from Standard Accident Insurance Co.

J. F. Dillon

RECEIVED
AUG 29 1933
OREGON
STATE HIGHWAY COMMISSION

Endorsed: File No. 2301
Filed August 28, 1933
HAL E. HOSS,
Secretary of State

#1423

16173

August 24, 1935

Standard Oil Company of California,
P. O. Drawer 1197,
Portland, Oregon.

Gentlemen:

In response to your inquiry of August 23rd we wish to advise that the Liesch & Tefte contract No. 1423 - Gregg Ranch Section of the Pacific Highway in Lane County was completed on June 24, 1935 and was accepted July 20, 1935.

According to our records the warrant covering the final payment on this contract was mailed to the contractors on August 11th, 1935.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
9TH FLOOR PACIFIC BLDG.
308 YAMHILL STREET
P. O. DRAWER 1197

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

PORTLAND, ORE.

August 23, 1933.

Liesch & Tofte
Job No. 1423 - Gregg Ranch Section
Pacific Highway Section in Lane
County, Oregon.

Oregon State Highway Com.
Salem, Oregon

RECEIVED
AUG 24 1933
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:-

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

We will appreciate it if you will advise us if the above job has now been completed and if so, if Liesch & Tofte have received their final estimate.

We are enclosing a self-addressed stamped envelope for your convenience in replying.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. Muncy, District Sales Manager

By F. M. Ewing
District Credit Man

DTW:GR

161-B

August 8, 1933

Standard Accident Insurance Co.
Spalding Building
Portland, Oregon

Gentlemen:

We have received notice from the Beall Pipe and Tank Corporation of their claim in the amount of $84.53 for corrugated culverts furnished Liesch & Tofte in the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, State Highway Contract No. 1423.

This information is given you since you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

Secretary

JMcF
jn

c.c. Liesch & Tofte
Chinook, Washington

#1423

BEALL

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) OREGON

August 4th, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer.

Gentlemen:

We are herewith enclosing you a copy of a letter to the Standard Accident Insurance Company in the Spalding Building, Portland, Oregon, relative to Liesch and Tofte's contract on the Gregg Ranch Section of the Pacific Highway in Lane County, which is self explanatory, and we would appreciate your consideration of this matter.

We appreciate your letter of August 3rd on this subject, and wish to thank you for your prompt response in this instance, and other favors you have shown us.

[illegible]
[illegible]
[illegible]

Yours very truly,

BEALL PIPE & TANK CORPORATION

President.

JSBeall
LM

Encl.

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

BEALL PIPE AND TANK CORPORATION
COLUMBIA BLVD. & DENVER AVE.
PORTLAND, ORE.

CC to

Oregon State Highway Commission,
Salem, Oregon.

August 4, 1933.

Standard Accident Insurance Co.,
Spalding Building,
Portland, Oregon.

Attention: A. D. Trunkey, Resident Agent.

Gentlemen:

On December 12, 1932, we furnished Liesch and Tofte, contractors, Corrugated Culverts in the amount of $84.53 to be used in their contract with the State Highway Department on the Gregg Ranch Section of the Pacific Highway in Lane County, Oregon.

This is to advise you as their bondsmen that this amount has not been paid.

You are also advised that the job has been completed, and we are holding you liable for this amount, plus 6% interest, from 30 days after the date of the invoice.

We would be glad to have your acknowledgement of this letter telling us when we may expect this payment.

COPY

Yours very truly,

BEALL PIPE & TANK CORPORATION

Jas S Beall

President.

JSBeall
LM

RECEIVED
AUG 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 3, 1933

Beall Pipe and Tank Corporation
Kenton
Portland, Oregon

Gentlemen:

Responding to your request of August 2, I have to advise that the bond furnished by Liesch & Tofte in connection with their contract for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, was written by Standard Accident Insurance Company, for which A. D. Trumkey is Resident Agent, with offices in the Spalding Building, Portland.

The records show that this contract was completed on June 24, 1933, and was accepted by the State Highway Commission by formal action on July 20, 1933.

Very truly yours

Secretary

HBG:AJ

BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) OREGON

RECEIVED
AUG 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 2nd, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We would appreciate it very much if you would give us by return mail the name of the Bonding Company for Leisch and Tofte of Cottage Grove, Oregon, on their contract with the Oregon State Highway Commission known as the Gregg Ranch, Regrading and Surfacing Project that was let in October 1932.

We would also appreciate it if you would tell us about when this job will be completed, and if it has been completed, when.

Your compliance will be very much appreciated.

Yours very truly,

BEALL PIPE & TANK CORPORATION
L.M.

LM

161-B

August 1, 1933

Mr. E. H. Lombard, City Attorney
Cottage Grove
Oregon

Dear Sir:

This acknowledges receipt of your letter of July 31 enclosing the following claims against the contract of Liesch & Tofte for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County, being Contract No. 1423:

City of Cottage Grove..................	$ 67.10
L. E. Spangenberg..................	88.00

We are transmitting this information to the Standard Accident Insurance Company, A. D. Trumkey, Agent, Spalding Building, Portland, for their information, as said company appears as surety on the bond furnished by Liesch & Tofte in connection with this contract.

We suggest that you also file notices with the bonding company.

Very truly yours

Secretary

HBG:AJ

August 1, 1933

Standard Accident Insurance Co.,
% A. D. Trumkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

We have received notice that the following have claims against Liesch & Tofte to whom the State Highway Commission awarded Contract No. 1425, construction of Gregg Ranch Section of the Pacific Highway in Lane County:

City of Cottage Grove.......... Rents, repairs to roller, and Water furnished	$ 67.10
L. E. Spangenberg............... For wood	80.00

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Liesch & Tofte
Marshfield, Ore.

ictor Chambers, *Mayor*
COUNCILMEN
Albert Helliwell E. R. Wiese
Andrew Brund Jesse Lansing Sr.
E. R. Lemley L. L. Harrel

V. Breese, *Recorder*
H. W. Lombard, *Attorney* Herbert Eakin, *Treasurer*
G. B. Pitcher, *Chief of Police*
L. W. Coiner, *Water Superintendent and City Engineer*

CITY OF COTTAGE GROVE
LANE COUNTY, OREGON

RECEIVED
AUG 1 1933
OREGON
STATE HIGHWAY COMMISSION

COTTAGE GROVE
OREGON [7/31/33

State Highway Commission,
Salem, Oregon.

Gentlemen:

Enclosed herewith find claim of L. E. Spangenburg against Bond of Liesch & Tofte Project #1511 Contract #1423 Pacific Highway, also claim of City of Cottage Grove, in the amounts of $88.00 and $67.10 respectively.

Kindly acknowledge receipt, and oblige

Yours very truly,

Victor Chambers, *Mayor*
COUNCILMEN
Albert Helliwell E. R. Wiese
Andrew Brund Jesse Lansing Sr.
E. R. Lemley L. L. Harrel

V. Breese, *Recorder*
H. W. Lombard, *Attorney* Herbert Eakin, *Treasurer*
G. B. Pitcher, *Chief of Police*
L. W. Coiner, *Water Superintendent and City Engineer*

CITY OF COTTAGE GROVE
LANE COUNTY, OREGON

COTTAGE GROVE
OREGON

To: State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned, City of Cottage Grove, has a claim for rents, repairs to roller and water in the sum of $67.10 against the bond taken from B F Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section Project #1511, contract #1423, no part of which said sum has been paid, a statement of said account being hereto attached marked "Exhibit A" and made a part hereof.

Dated July 31, 1933.

City of Cottage Grove
By O. V. Breese
Recorder

Albert Helliwell E. R. Wiese
Andrew Brund Jesse Lansing Sr.
E. R. Lemley L. L. Harrel

L. W. Coiner, *Water Superintendent and City Engineer*

CITY OF COTTAGE GROVE

LANE COUNTY, OREGON

COTTAGE GROVE
OREGON

EXHIBIT A

LIESCH & TOFTE IN ACCOUNT WITH CITY OF COTTAGE GROVE

Gregg Ranch Section Pacific Highway, Cottage Grove, Oregon

Rent of steam roller, May 21 to June 26, 1933, $35.00 per month	$40.75
Repair, damage to roller, selding scrapers	7.00
Pemberthy injector	9.00
80,000 gal water	10.35
Balance due	$67.10

Cottage Grove, Oregon
July 27, 1933

To: State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned, L E Spangenberg has a claim for materials, to-wit: wood, in the sum of $88.00 against the bond taken from B F Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company, for the work of re-grading and surfacing Pacific Highway in Lane County, Oregon, Gregg Ranch Section Project #1511, contract #1423, no part of which said sum has been paid, a statement of said account being hereto attached marked "Exhibit A" and made a part hereof.

Dated July 27, 1933.

L. E. Spangenberg

"EXHIBIT A"

LIESCH & TOFTE IN ACCOUNT WITH L E SPANGENBERG

Gregg Ranch Section Pacific Highway, Cottage Grove, Oregon.

April, 1933, 40 cord wood	$100.00
May, 1933, 11 cords wood	27.50
June, 1933, 3 cords wood	7.50
Johnson, 1 cord	3.00
	$138.00
By check	50.00
Balance due	$ 88.00

#1423

161-B

July 31, 1933

Standard Accident Insurance Company,
A. D. Trunkey, Agent,
Apalding Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1423 for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County has been completed by the contractors, Liesch & Tofte, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 10th, 1933.

Please be advised that the State has been advised of the following claims against this contract: City of Cottage Grove, $175.00 for rental of roller; S. K. Adams, $82.06 for material; J. H. Chambers & Son, $39.11 for material; Feenaughty Machinery Company, for rental of equipment, amount not stated; J. F. Dillon, for labor and material, amount not stated.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the ~~above~~ contractors in connection with this contract will be $12,165.95 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1423

161-B

July 30, 1933

Standard Accident Insurance Co.
C/o A. D. Trunkey, Resident Agent
Spalding Building,
Portland, Oregon

Gentlemen:

We are informed by J. W. Dillon of Cottage Grove, Oregon, that he has a claim against Liesch & Tofte for welding and repair work furnished that company in connection with their contract No. 1423 for the regrading and resurfacing of the Gragg Ranch Section of the Pacific Highway in Lane County.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Liesch & Tofte
Marshfield, Oregon

July 29, 1933.

Mr. J. F. Dillon
Cottage Grove, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 26th advising us that you have a claim against Liesch and Tofte for welding and repair work furnished in connection with their contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

In connection with this project the contractor was required to furnish the state with a surety bond for the protection of claims incurred against the project. We offer this bond to you for the protection of your claim and would suggest that you file notice with the bonding company of the existence of said claim. The bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey, with offices in the Spalding Building, Portland, is the Resident Agent.

The headquarters address of Liesch and Tofte is Marshfield, Oregon, and not Portland, as stated in your letter.

In order to hold the bond responsible and liable subsequent to the expiration of six months after the date of completion of the project, notice of your claim should be filed with the Secretary of State, in conformance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is enclosed.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

161-B

Cottage Grove Ore.

July 26-1933

State Highway Commission

Dear Sirs

I have a bill against Leisch & Tofte Highway contractors for welding & repair work on their equipment which they agreed to pay before they left this locality but left without paying or even saying any thing about where they were going. I located their address in Portland and sent a statement to them there some time ago. but have not heard a word from them. this work extended over the period from Dec 1-1932 to June 7-1933 on the equipment used in making cut and fill on the Hiway [illegible] North of Cottage Grove. can you [illegible] me any

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

161-B

information as to whether they are a responsible firm or what steps I should take to get my money out of them.

Very Truly Yours.
J. F. Dillon.
Cottage Grove Oregon.

FORM 5-A-1 8791 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

41-F

Roseburg, Ore
July 15, 1933

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

Liesch & Tofte have applied for an extension of time on their contract 1423, Gregg Ranch Section, Pacific Highway in Lane County and have secured the consent of their surety. The original date of completion was March 31st. This was extended to April 30th, without penalty.

I recommend that an extension of time be granted to June 27th, 1933 without penalty for the reason that the character of material encountered which is boulders in clay made progress slow and that wet rainy weather stopped all work. Traffic was not seriously inconvenienced because they used a detour over the old road for the most part. The State has been to some small additional expense for engineering on account of the delay.

cc. R.H. Baldock
RAC:AW

Very truly yours,

R. A. Collier
Division Engineer

RECEIVED
JUL 17 1933
OREGON
STATE HIGHWAY COMMISSION

#1423

161-B

July 13, 1933

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please be advised that we have received the application of Liesch & Tofte for an extension of time to June 27, 1933 on their contract No. 1423 - Gregg Ranch Section of the Pacific Highway in Lane County. The surety's consent to the extension is attached.

Will you kindly advise us of your recommendation in connection with the granting of the above extension.

The original date of completion of the contract was March 31, 1933. It was extended to April 30, 1933 without penalty.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

167.B

JULY
Thirteenth
1933

Mr. E. E. Umphlette
Resident Highway Engineer
Eugene, Oregon

Dear Sir:

We are in receipt of your letter of July 12 which refers to gravel secured from Mrs. M. A. Horn for surfacing on the Gregg Ranch Section.

The following are the amounts of gravel and filler taken from the "Horn Pit" as shown by the material receipt books sent in with the Semi-Final estimate.

Base Gravel	494.5 cu. yds.
Top Gravel	690 cu. yds.
Filler	24 cu. yds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/MB

cc Mr. E. A. lier
Divisio gineer

10M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Eugene, Oregon.
July 12, 1933.

IN REPLY PLEASE REFER TO FILE NO.
20-PY

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

ATTENTION: J. W. McCALLISTER
****

Dear Sir:

Liesch and Tofte, contractors on the Gregg Ranch Section, of the Pacific Highway, securxed gravel for surfacing from Mrs. M. A. Horn, for part of the job. Mrs. Horn was in our office yesterday and requested a check up on the materials the contractor received from her.

It would be greatly appreciated if you could furnish me with the amounts of gravel and filler received from Horn's plant, from the material receipt books sent in with the Semi-Final for the Gregg Ranch Section.

Very truly yours,

E. E. Umphlette
E. E. Umphlette,
Resident Engineer

cc/ E. A. Collier

#1423
Lane Co
161-B

July 8, 1923

Standard Accident Insurance Company,
A. D. Trunkey, Agent,
Spalding Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the untention of the State Highway Commission to make semi-final payment to Liesch & Tofte on Contract No. 1423 for the construction of the Gregg Ranch Section of the Pacific Highway in Lane County. This payment will be made on or after July 18th, 1923.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Form 388—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 1, 1933

Section Gregg Ranch Revision

Kind of work Regrading and Surfacing.

Highway Pacific

Section prefix 20PY FAP E-161-B

Contractor Liesch and Tofte

Contract number 1423

Date of contract November 2, 1933

Date of completion March 31, 1933

Date work started November 26, 1933

Estimated date of completion June 24, 1933

Amount of contract $ 12326.00

Per cent of time elapsed 157 %

Estimated cost of completed project, exclusive of engineering $ 12610.00

Per cent of contract completed, based on total contract price 95 %

Engineering costs to date, $ 1258.00, ~~10~~ 9.9 %

Date project was completed June 24, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

June 26- Contracter moved shovel up on old Right of Way opposite Sta. 701.
Also moved all of construction equipment off of job. Cleaning up.

June 27- NO activity. Job complete.

There remains on the old Right of Way a pile of old plank and barricades. These are to be removed by local man. Recommend that estimate be held up until these are removed. Will advise by letter when this part of the work is completed.

One man of engineering party in office all week on final estimate which I expect to have complete by July 3, 1933.

NOTED

JUL 5 - 1933

Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.33	0.33			
Miles partially completed					
Miles completed	0.33	0.33			
Total estimated quantities	16000 CY	2100 CY			
Estimated quantities moved or placed to date	15600 CY	1965 CY			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	5				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

Lane County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lane COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					3	6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	Showers		
Friday	Fair		
Saturday	Cloudy		

RECEIVED
JUL 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

July 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E.C.H.P. E-161-B, Gregg Ranch section, Pacific Highway ________, was made by a representative of this office on June 29, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L.J.Canfield
Highway Engineer

REFERRED TO
Pr [illegible]
State Highway Engineer

FORM 5-A-1 0000 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

111-B

June 27, 1933

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. R. E. Umphlette
Resident Engineer
Eugene, Oregon.

Dear Sir:

The Gregg Ranch Section is complete except cleaning up. Be sure that the contractor removes the rocks on the railroad right of way which are in the ditch now or which will probably roll in this Winter during wet weather. He should repair the railroad fence from the south end of the big cut to the north end of the job. A good clean-up should be made of his shack and machinery.

Please submit the Final Estimate at your earliest opportunity.

Very truly yours,

R. A. Collier
Division Engineer

cc. H. G. Smith
RAC:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 19, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Receipt is acknowledged of an advance copy of the special provisions covering contemplated work on Oregon Emergency Construction Highway Project No. E. 161-B, the Gregg Ranch Section of the Pacific Highway.

We note that you contemplate the placing of a 4" waterbound macadam with a 2½" bituminous macadam wearing surface on this project. This project has recently been graded and gravelled, and the alignment will not need revision for a long time. Also, being on the Pacific Highway, which is paved, we believe the importance of this highway justifies paving rather than a bituminous macadam, and would suggest that you consider paving this project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

FORM S-A-1 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

11B

OREGON STATE HIGHWAY COMMISSION

SALEM

May 29, 1933

IN REPLY PLEASE
REFER TO FILE NO.

MAY 31 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: W. G. SMITH

Dear Sir:

In compliance with orders from Mr. Baldock, I am attaching hereto Special Provisions for surfacing the Gregg Ranch Section of the Pacific Highway near Cottage Grove in Lane County. Mr. Baldock directed that a B-12 be planned for on a good heavy base. On completion of the present contract we will have a gravel sub-base varying from 9" thickness at the center to 5" thickness at the shoulders. A good part of this gravel sub-base is not crushed and part of it was placed on a muddy sub-grade so that in my opinion the present gravel sub-base is not sufficient on which to place a bituminous macadam. On Mr. Smiths copy of the Special Provisions I have attached a typical cross-section.

There is a commercial plant at Saginaw and several plants at Springfield and Eugene. I am quite sure that the Springfield and Eugene plants could furnish rock crushed from 2" plus gravel. There is a good rock quarry right on this section but I doubt if the contractor would want to set up for such a small yardage. The crushed gravel shoulders, I am sure could be obtained from the plant at Saginaw.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
cc. S.H. Probert
EAC:AW

FORM-2-A-1 7910 5M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

161-B

OREGON STATE HIGHWAY COMMISSION

SALEM

May 22, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Leizch & Tofte
Cottage Grove, Oregon.

Dear Sirs:

Your contract for grading the Gregg Ranch Section of the Pacific Highway near Cottage Grove in Lane County had the original date of completion specified as March 31, 1933. The State Highway Commission granted you on March 23rd, a thirty day extension to April 30th, and I suggest that you apply immediately for an additional extension of time sufficient to complete the job. This application should state your reasons why you think you are entitled to an extension and should have attached to it the consent of your surety for the extension.

Very truly yours,

E.A. Collier
Division Engineer

cc. H. B. Glaisyer
EAC:AW

RECEIVED
MAY 23 1933
OREGON
STATE HIGHWAY COMMISSION

#1423

161-B

May 18, 1933

Standard Accident Insurance Co.
A. D. Trunkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

This is to notify you that we have received notice of a claim in the sum of $59.11 for lumber furnished by J. M. Chambers & Son of Cottage Grove to Liesch & Tofte in connection with the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

This information is given you since you appear as surety on the contract awarded to Liesch & Tofte for the above construction.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Liesch & Tofte
Marshfield, Oregon

May 18, 1933

J. H. Chambers & Son
Cottage Grove, Oregon

Gentlemen:

We have your letter of May 17 giving notice of your claim against Liesch & Tofte for lumber furnished by your company in the sum of $59.11 in connection with the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

The law provides that claims shall be filed with the Secretary of State prior to the expiration of six months from the date of completion of the contract in order to hold the bond furnished by the contractor responsible and liable after that period. The bond in this instance was furnished by the Standard Accident Insurance Co. for whom A. D. Trunkey is agent with offices in the Spalding Building, Portland. We would suggest that you contact the surety with reference to your claim.

For your information and guidance, we inclose copy of Chapter 280, Oregon Laws for 1931 relative to the filing of claims. We are also today notifying the contractor and his surety of the existence of your claim, as is our usual practice.

Very truly yours

STATE HIGHWAY COMMISSION

SBG

Secretary

J. H. CHAMBERS & SON
LUMBER MANUFACTURER
COTTAGE GROVE, ORE.

May 17, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned firm has a claim for lumber furnished in the sum of $59.11 against the bond taken from B.F.Liesch and O?J?Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company for the work of regrading and surfacing the Pacific Highway in Lane County, Gregg Ranch Section, Project No. 1511 Contract No, 1423, no part of which said sum has been paid. A statement of said account being attached hereto.

Yours truly,

J.H.Chambers & Son.

By. Victor Chambers

#1423

161-B

Statem

Cottage Grove, Ore. May 17, 1932

Liesch and Tofte,

City

in account with

J. H. CHAMBERS & SON

LUMBER MANUFACTURER

Nov.	29	Invoice Rendered	18.88
Dec.	28		12.80
Jan.	20		1.56
Mch	3		24.44
"	24		1.43
		Bal. Due.	59.11

---

of the follow-
h Contract
City of
.00 and $22.00
75.00
equipment and
State High-
appear as surety
contract.
ISSION
retary
retary

#1423

161-B

May 15, 1925

Standard Accident Insurance Co.
C/o A. D. Truskey
816 Spalding Bldg.,
Portland, Oregon

Gentlemen:

We have received notice of the filing of the following claims against Liesch & Tofte in connection with Contract No. 1423 which covers the regrading and surfacing of the Gregg Ranch Section of the Pacific Highway in Lane County:

City of Cottage Grove — Rental of Steam Roller	$175.00
S. K. Adams — Materials and lumber	$ 22.06

This information is given you as you appear as surety on the bond furnished in connection with the above contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Liesch & Tofte
Marshfield, Oregon

May 15, 1933

Herbert W. Lombard
Attorney at Law
First National Bank Bldg.,
Cottage Grove, Oregon

Dear Sir:

This is to acknowledge receipt of notices of claims filed against Liesch and Tofte by the City of Cottage Grove and S. K. Adams, in the sums of $175.00 and $28.05 respectively.

These claims are for rental of equipment and material and lumber furnished in connection with State Highway Contract No. 1423 covering regrading and surfacing of the Pacific Highway on the Gregg Ranch Section in Lane County.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

May 12, 1933

State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of S K Adams and City of Cottage Grove I am enclosing herewith notice of claim against Liesch & Tofte in connection with regrading and surfacing Pacific Highway, Lane County, Gregg Ranch Section, Project No. 1511, Contract No. 1423, in the sum of $22.06 and $175.00 respectively, for filing with your Commission pursuant to Section 67-1101 Oregon Code.

Kindly acknowledge receipt.

Yours truly,
Herbert W. Lombard

1/w
enc

To: State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned City of Cottage Grove, a municipal corporation, has a claim for rental of steam roller in the sum of $175.00 against the bond taken from B F Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company for the work of regrading and surfacing Pacific Highway in Lane County, Gregg Ranch Section, Project No. 1511, Contract No. 1423, no part of which said sum has been paid, a certified statement of said account being hereto attached, marked "Exhibit A" and made a part hereof.

Dated May 12, 1933.

CITY OF COTTAGE GROVE
By order of Common Council
O W Blease
City Recorder

OREGON
COMMISSION

N
Helliwell B. R. Wiese
Andrew Brund Jesse Lansing Sr.
E. R. Lemley L. L. Harrel

. V. Breese, *Recorder*
H. W. Lombard, *Attorney* Herbert Eakin, *Treasurer*
G. B. Pitcher, *Chief of Police*
L. W. Coiner, *Water Superintendent and City Engineer*

CITY OF COTTAGE GROVE

LANE COUNTY, OREGON

COTTAGE GROVE
OREGON May 12 1933.

Exhibit A

Louis Johnson, Mgr.,
Liesch and Tofte,
City.

My Dear Sir:

I enclose herewith statement for use of Steam Roller as per agreement dated December 21 1932.

Jan 1933	$35.00
Febr	35.00
March	35.00
April	35.00
May	35.00
TOTAL - - - - - - - -	$175.00

City of Cottage Grove,
Cottage Grove, Oregon,

O V Breese
City Recorder.

RECEIVED
[illegible] 5 [illegible]

To: State Highway Commission
Salem, Oregon

Notice is hereby given that the undersigned S K Adams has a claim for materials and lumber furnished to Liesch & Tofte in the sum of $22.06 against the bond taken from B F Liesch and O J Tofte, doing business as Liesch & Tofte, and Standard Accident Insurance Company as surety, for the work of regrading and surfacing Pacific Highway, Lane County, Gregg Ranch Section, Project No. 1511, Contract No. 1423, and no part of said sum of $22.06 has been paid and there is now due and owing the undersigned from said Liesch & Tofte the sum of $22.06 and that there are no offsets or counter-claims to the same.

Dated May 12, 1933.

S K. Adams

AFFIDAVIT

STATE OF OREGON)
: ss,
County of Lane)

I, S K ADAMS, being first duly sworn depose and say:

That between the 24th day of February, 1933 and the 4th day of March, 1933, at the special instance and request of Liesch & Tofte, contractors, I furnished lumber for the prosecution of their certain contract on the Pacific Highway in Lane County, Gregg Ranch Section 0.33 Mi. regrading and surfacing, 1932, Project No. 1511, Contract No. 1423.

That the reasonable value of said lumber was $22.06 which the said contractors promised and agreed to pay. That no part of said sum has been paid and there is now due and owing the affiant from said Liesch & Tofte the said sum of $22.06.

WHEREFORE, affiant demands a certified copy of the contract and bond of said Liesch & Tofte.

S.K. Adams

Subscribed and sworn to before me this 12 day of May, 1933.

Notary Public for Oregon

My commission expires 11/7/33

#1423

161B

May 10, 1933

Cottage Grove Lumber Company
Cottage Grove, Oregon

Gentlemen:

Attention Mr. E. R. Lemley

Reply is made to your letter of May 8 regarding claims against the contractor who is performing state highway construction work on the Pacific Highway about one-half mile north of Cottage Grove to which you refer.

This is State Highway Contract No. 1423 awarded by the State Highway Commission on November 2, 1932, to Liesch & Tofte of Marshfield, Oregon, for the construction of the Gregg Ranch Section of the Pacific Highway in Linn County. They are the original contractors and not subcontractors to Johnson, as intimated in your letter.

In connection with this contract Leisch & Tofte were required to furnish a bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This bond was written by the Standard Accident Insurance Company for whom A. D. Trunkey is agent with offices in the Spaulding Building, Portland, Oregon. We offer you this bond for the protection of the claim you have reference to.

We would suggest that the claimants file notice of their claim with the Secretary of State in conformance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is inclosed for your information. I would also suggest that the claimants contact the bonding company with respect to their claims. If satisfactory adjustment cannot be secured by so doing then they still have recourse in an action in the Courts. You will note in the copy of the law which is inclosed that the claimants should file notice of their claim with the Secretary of State prior to the expiration of six months from the completion of the contract.

We are today advising the contractor and his surety of the substance of your letter, in accordance with our usual practice. We are advising them full consideration will be given the matter of claims before final payment is released.

Yours very truly

Secretary

HBG:n

May 10, 1933

Standard Accident Insurance Company
A. D. Trumkey, Agent
Spalding Building
Portland, Oregon

Gentlemen:

Attached is copy of letter just received from the Cottage Grove Lumber Company regarding claims against the contract of Liesch & Tofte for the construction of the Gregg Ranch Section of the Pacific Highway in Linn County, under state highway contract No. 1223.

This letter is to inform you that before final payment is made to the contractor for this work that satisfactory showing will have to be made that claims outstanding against this work have been satisfied.

Yours very truly

Secretary

HBG:cn
c.c. Liesch & Tofte

ORGE JACOBSEN E. R. LEMLEY

COTTAGE GROVE LUMBER COMPANY
MANUFACTURERS OF
FIR LUMBER
Certified by Centurite
COTTAGE GROVE, OREGON

May 8 1933.

State Highway Commission
Salem, Oregon.

Gentlemen;

I am writing with reference to Contractors Leisch & Tofte who I believe are subcontracting under a man by the name of Johnson, who has the contract for removing a point in the Pacific Highway about one half mile north of Cottage Grove.

It appears that they are nearing the completion of their contract and as they have several accounts here in town, including one for the Cottage Grove Lumber Company, would like to know if it would be possible to require them to make payment befor securing final settlement from the state. Previous statements and requests for payment having been unanswered.

Very truly yours,

Cottage Grove Lumber Company

By E. R. Lemley

161-B

May 8, 1933

Mr. Herbert W. Lombard
Attorney at Law
First National Bank Bldg.
Cottage Grove, Oregon

Dear Sir:

Reply is made to your letter of May 6. I am sending you by express today certified copy of State Highway Contract No. 1423 awarded by the State Highway Commission to Liesch & Tofte for the construction of the Gregg Ranch Section of the Pacific Highway north of Cottage Grove.

The state law provides that certified copies of highway contracts may be secured by the filing of an affidavit. As a matter of courtesy we are sending the copy of contract you request prior to receipt of such affidavit. However, we will expect you to file it within the next few days.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

HERBERT W. LOMBARD
ATTORNEY AT LAW
First National Bank Building
Phone 94
COTTAGE GROVE, OREGON

May 6, 1933

[illegible]
COMMISSION

Secretary State Highway Commission
Salem, Oregon

Dear sir:

Would you kindly furnish me with a copy of the bond of Liesch & Tofte in connection with the contract of Liesch & Tofte for removing dirt and grading a cut known as the Gregg Wench Section of the Pacific Highway one mile North of the city limits of Cottage Grove.

This request is made on behalf of several clients who desire to file claims with the Commission pursuant to law.

Yours truly,

Herbert W. Lombard
atty for City of Cottage Grove
S. K. Adams
creditor of Liesch & Tofte

l/w

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E. 161-~~B~~

April 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

RECEIVED
APR 11 1933
OREGON
STATE HIGHWAY COMMISSION

Encl.

Hyp 11650

Form P. R. 2

State Oregon

Project No. E-161, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of February, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 17th day of March, 1930, a project statement, which was approved by the Secretary on the 2nd day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 28th day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, sixty-seven and 58/100

dollars ($ 4,067.58) as are of the United States payable under said act on account of Section B of said projec hich does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject [illegible] to inspection and approval by the Secretary or his agents, and in accordance

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FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 688+50 and survey station 705+76.5, all in Sec. 22, T. 20 S., R. 3 W., W.M.,

, length 0.326 of a mile~~s~~, in Lane County, being Section B of Oregon Federal Aid project No. E-161, consisting of 0.326 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~or a mile in length.~~ locally as the Gregg Ranch section of the Pacific Highway, between official control points Eugene and Dillard.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will apply an oil treatment to the road surface embraced within the limits of this project, and within a reasonable time, it will place thereon, additional surfacing of a dustless and durable type, adequate to meet present and future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of four thousand, sixty-seven and 58/100 dollars ($ 4,067.58), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, five hundred fifty-eight and 60/100 dollars ($ 13,558.60), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of four thousand, sixty-seven and 58/100 dollars ($ 4,067.58 certified to the

---

7

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 28th day of March, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3- Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-161-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 13,558.60 as the total estimated cost of said project, and the sum of $ 4,067.58 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of March, one thousand nine hundred ~~and~~ thirty-three.

R. G. Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE

#1423

161 B

March 16, 1938

Mr. Collier H. Buffington, Attorney
Gold Beach
Oregon

Dear Sir:

Receipt is acknowledged of your inquiry of March 14.

The State Highway Commission awarded to Liesch & Tefte the contract for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County. Our records do not indicate that Louis Johnson is a subcontractor on this project, but it may be possible that he has a subcontract. All of our dealings are with the original contractor and we, therefore, have no knowledge of the subcontracts unless they are called to our attention.

Very truly yours

Secretary

AJ

LAW OFFICES OF
COLLIER H. BUFFINGTON
GOLD BEACH, OREGON

March 14, 1933.

Mr. H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Will you kindly advise me who has the contract for reconstruction of the Pacific Highway just South of Cottage Grove, work on which is now in progress?

I am particularly interest in knowing whether or not one Louis Johnson is interested in this work, either as contractor or sub-contractor.

Yours very truly,

Collier H. Buffington

CHB:MC

FORM 2-A-1 6787 10M 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
EUGENE

February 4, 1933.

IN REPLY PLEASE REFER TO FILE NO. PR 161-B

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: S. H. Probert.

Dear Sir:

Regarding culvert pipe used on the Gregg Ranch Section. 18 feet of 24" concrete pipe and 30 feet of 24" corrugated galvanized iron pipe were used. The 30 ft. of 24" corrugated iron pipe came from the Gate Creek-Nimrod Section of the McKenzie Highway. It was a new piece of pipe that was not used on the McKenzie. I transported the pipe from the McKenzie to the Gregg Ranch Section and valued it at $2.00 a foot, delivered at Gregg Ranch.

Very truly yours,

R. Walsh

R. Walsh.
Resident Engineer.

RW/WGA

cc E. A. Collier.

2 each

PR 161-B

FEBRUARY
First
1933

Raymond Walsh
Resident Engineer
Eugene, Oregon

Dear Sir:

In order to collect the Federal Aid portion of the money spent on State force grading work on the Gregg Ranch Section, among other data, we are required to submit a copy of the bill for the culvert pipe installed on the job.

The field estimate and the analysis of cost statement both show 30 feet of 24-inch corrugated galvanized iron pipe at a total cost of $60.00; whereas, the only pipe charged to 20 EGP-627 is 18 feet of 24-inch concrete at $2.12 per foot, purchased from Eugene Concrete Pipe Company on April 26, 1932, purchase order no. 96962, and delivered to mile point 143.8.

Can you tell us how much and what kind of culvert pipe was used on this work? Also to what prefix and order number the pipe was charged? This may assist us in locating the required bill.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by D. G. DeSart/ME

FORM S-A-1 6794 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

111-C

Feb. 3, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB 1933
OREGON
STATE HIGHWAY DEPARTMENT

LIESCH & TOFTE
Marshfield, Ore.

Gentlemen:

On Jan. 21st, I wrote you asking that you take such measures as would insure the completion of your contract No. 1423 for grading Gregg Ranch Section near Cottage Grove within the time limit which is March 31, 1933. I have not heard from you since nor has your progress improved on this job. I realize that the weather has been bad, but we knew it would be bad when we wrote up the contract. Please advise me promptly and send a copy of your letter to Mr. Baldock stating what your plans are to expedite construction on this job.

Very truly yours.

E A Collier
E. A. Collier
Division Engr.

cc. R.H. Baldock
cc. H.G. Smith
cc. A.K. Grondahl

NOTED
State Highway Engineer

EAC:AN

ONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 2, 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB - 1933

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION H. G. SMITH

Dear Sir:

In response to your letter of Feb. 1st, concerning progress of Liesch & Tofte job at Cottage Grove, will say that I have had no reply from them to my letter of Jan. 21st, urging them to immediately take such measures as would insure completion of the job on time. I am writing them again today and asking for an immediate reply. I understand their Foreman, Louis Johnston has been away from the job most of the time. When I inspected the job Jan. 30th, the fill was quite slick and muddy and it would have been quite difficult to operate trucks, however, I hope that we will have some better weather in February and that the contract can make faster progress.

The completion date specified is March 31st, so that the question of Federal Emergency Cooperation is probably not involved in this contract but this wosk should be expedited in order to reduce invonvenience to Pacific Highway traffic. It is true that Pacific Highway traffic is still using the pavement and that this even though it is narrow at one place is smoother than the new grade will be after the contractors place gravel on it.

Very truly yours,

E. A. Collier
Division Engr.

cc. R.H. Baldock

EAC:AW

NOTED
State Highway Engineer

FORM 5-A-1 6700 7900 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

161-B

OREGON STATE HIGHWAY COMMISSION

SALEM

January 17, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. E. Grondahl,
Resident Engineer,
Eugene, Ore.

Dear Sir:

Regarding grating for catch basin on the Gregg Ranch Project we believe that the following design can be used which you can have made in Eugene or Cottage Grove.

The grating to be made of 1½" x ½" wrought iron bars tied together by two 5/8" bolts placed 8" from each end and the bars separated by 1½" fillers. The fillers can be made of gas pipe. The size of grating to be 28" by 40 inches which will give a seat of two inches all around.

We do not believe that it is necessary to use angle iron seats as the grating will not carry any load or traffic.

If there is any reason why this type of grating not be used please advise giving all the information and data you can.

A rough pencil sketch is attached.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
F. A. Collier

NOTED
State Highway Engineer

161-B

November 28, 1932

Liesch & Tefte
Marshfield
Oregon

Gentlemen:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading and resurfacing of the Gregg Ranch Section of the Pacific Highway in Lane County.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. V. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Gregg Ranch Section, Project No. E-161-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/RR.

Encl.

Oregon State Highway Department.

Emerg. Constr. Hwy.
Proj. No. E-161-B.

[illegible] RANCH SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 19, 1932.

Completed Work: Statement of completed work will be supplied upon payment of final voucher.

16,000	cu. yds.	Excavation, Single Classif.	$ 0.52	$ 8,320.00
23,000	yd. sta.	Overhaul	0.02	460.00
700	yd. mi.	Truck Haul	0.16	112.00
2	cu. yds.	Class "A" Concrete	27.00	54.00
500	lin. ft.	6" Porous Drain Tile	0.40	200.00
50	lin. ft.	24" Corr. Galv. Iron Pipe	1.80	90.00
1,100	cu. yds.	Base Course Surfacing	1.30	1,430.00
800	cu. yds.	Top Course Surfacing	1.70	1,360.00
200	cu. yds.	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.20	20.00
100	M-Gal.	Sprinkling	2.00	200.00
			Sub-total	$12,326.00
			10% Engr. & Cont.	1,232.60
			Total................	$13,558.60

Length of Project 0.326 miles

Cost per mile $ 41,590.79

Regular Federal Aid Funds Requested	$ 4,067.58 (30%)
Emerg. Constr. Hwy. Funds Requested	9,491.02
	$13,558.60

State funds for constr.: Chap. 173, laws 1917; Chap. 31, laws 1920.
" " " maint.: Chap. 41, laws, 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV 1[illegible] 1932
OREGON
STATE HIGHWAY COMMISSION

October 28, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-161-B, the Gregg Ranch section of the Pacific Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 28, 1932

RECEIVED
OCT 29 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to estimate submitted with plans for Oregon Emergency Construction Highway Project E-161-B, Gregg Ranch section of the Pacific Highway.

When the estimate based on low bid contract prices is submitted, it should also cover the work performed by State forces , in accordance with regulations covering emergency projects.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications for the grading of the Gregg Ranch Section, Project No. E-161-B. Five bid proposals and five blueprint copies of Sheet No. 2 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department

Emergency Constr. Highway
Project No. E-161-B

[illegible] [illegible] SECTION OF THE
PACIFIC HIGHWAY IN LANE COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, October 27, 1932.

16,000	cu. yds.	Excavation, Single Classification	$ 0.40	$ 6,400.00
23,000	yd. sta.	Overhaul	0.03	690.00
700	yd. mi.	Truck Haul	0.15	105.00
2	cu. yds.	Class "A" Concrete	25.00	50.00
500	lin. ft.	6" Porous Drain Tile	0.25	125.00
50	lin. ft.	24" Corr. Galv. Iron Pipe	2.50	125.00
1,100	cu. yds.	Base Course Surfacing	1.20	1,320.00
800	"	"	Top Course Surfacing	1.30	1,040.00
200	"	"	Filler	0.40	80.00
100	yd. mi.	Hauling Filler	0.15	15.00
100	M-Gal.	Sprinkling	2.50	250.00
			Sub-total	$ 10,200.00
			10% Engr. & Cont.	1,020.00
			Total	$ 11,220.00

Length of Project 0.326 miles

Cost per mile $34,417.17

Regular Federal Aid Requested $ 3,366.00 (30%)

Emerg. Constr. Hwy. Funds Requested 7,854.00

$11,220.00

FORM 2-A-1 4787 7500 7-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

EUGENE

PR 161B

October 20, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. H. Probert,
Office Engineer,
Salem, Oregon.

Dear Sir:

The expenditures on the Gregg Ranch line change to December 16, 1931 are as follows:

Clearing and Grubbing, $245.78 for labor. There was no equipment expense as the maintenance truck took the clearing crew to work.

out

Engineering expense to December 16, 1931 amounted to $386.24.

Clearing and Grubbing	$245.78
Engineering	386.24
	$632.02

Very truly yours,

R. Walsh
R. Walsh.
Resident Engineer.

copy for Lynch

RW/WGA

cc E. A. Collier,
Roseburg, Oregon.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

SR 161B

October 15, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith four copies of the first voucher submitted for Oregon F.A.P. No. 161-B, in the amount of $1,449.80.

The voucher as submitted claims payment for work done prior to December 16, 1931, the date of recommendation of the plans by the District Engineer.

The voucher should be rewritten, eliminating all claims for work done prior to December 16, 1931.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

RECEIVED
OCT 18 1932
OREGON
STATE HIGHWAY COMMISSION

PR 161B

STENCIL NO. 124

RECEIVED
FEB 20 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please
refer to File No. Ore.F.A.P. 161-B

Post Office Building,
Portland, Oregon.

Feb. 19, 1932.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the ____________________ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,
W. H. LYNCH
District Engineer.

By L Caufield
L. J. Caufield
Highway Engineer.

Encl.

P.S. Enclosed also is an approved copy of the detail estimate upon which the project agreement was based.

encl.

A4 Pr 11650

Form P. R. 2
State Oregon
Project No. 161, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6618

encl.

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of January, 1932 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 17th day of March, 1930, a project statement, which was approved by the Secretary on the 2nd day of May, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 16th day of December 1931, and approved by the Secretary on the 4th day of February, 1932, and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, eighty-six and 09/100 dollars ($6,086.09) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

encl.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(*a*) By the State **Chap. 175, Laws of 1917; Chap. 31, Laws of 1920.** (Include amount, date, and citation of act of legislature by which authorized)

*(*b*) By the count ________ of ________ (Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ________ (State how placed under direct control of Highway Department)

*(*c*) ________

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between **survey station 686+50, and survey station 705+76.5, all in Sec. 22, T.20 S., R.3 W., W.M., approximately 1½ miles north of Cottage Grove,** terminal points, a distance of **0.326** mile~~s~~, known locally as **the Gregg Ranch Section of the Pacific Highway between Eugene and Dillard, Lane County, being Oregon Federal Aid Project No. 161, Section B.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval [illegible] the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations [illegible] Secretary, and the following conditions:

---

* Strike out if n[illegible]e. [illegible] DIST. NO. 1

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will use every means at its command to place, or to have placed, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) Final payment of Federal funds shall not be made on said project until rights-of-way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right-of-way of the Southern Pacific Railway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of six thousand, eighty-six and 09/100 dollars ($ 6,086.09), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twelve thousand, six hundred sixty-one and 00/100 dollars ($12,661.00), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, ~~to~~

STRICKEN OUT
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of
(Name)

(Strike out if not appropriate.)

ARTICLE V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

BUREAU OF PUBLIC ROADS
RECEIVED
1932
DIST. NO. 1

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—6618

encl.

PAYMENTS

ARTICLE V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the

---

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

~~*(a) By the ______________________________, upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: ______________________________ (Include reference to statute authorizing funds, probable amount annually available, and how will be placed under direct control of Highway Department)~~

STRICKEN OUT

~~*(b) By the ______________________________, upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: ______________________________ (Include reference to statute authorizing funds and probable amount annually available)~~

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ______________________________

(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the 4th day of February, 1932.

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By ______________________________
Chairman, State Highway Commission
(Title of officer)

By ______________________________
Member, State Highway Commission
(Title of officer)

[SEAL]

By ______________________________
Member, State Highway Commission
(Title of officer)

By ______________________________
(Title of officer)

By ______________________________
(Title of officer)

[SEAL]

R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 161 Section B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $12,661.00 as the total estimated cost of said project, and the sum of $ 6,086.09 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 4th day of February one thousand nine hundred and Thirty-two

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

PR161B

January 19, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

As requested in your letter of January 13th, we are today mailing to you blueprint copies of revised Sheet No. 3 of the federal aid plans for the Gragg Ranch Section of the Pacific Highway, Federal Aid Project No. 161-B.

The revised sheet shows the width of the restricted right-of-way on the railroad side of the highway, and, also, the limits of the encroachment on the railroad right-of-way.

Inasmuch as the embankment material to be placed within the limits of the railroad right-of-way will all be below the grade of the railway track, we are informed by the Southern Pacific officials that a formal easement will not be required and that the division superintendent has authority to grant permission for such encroachment. We are enclosing herewith copies of correspondence that we have had with Mr. E. L. King, Superintendent for the Southern Pacific Company at Portland, which correspondence constitutes the authority under which the encroachment is to be made.

The change in plan, which was requested by Mr. King in his letter of November 27th, was made prior to the preparation of the federal aid plans. This request will, therefore, require no change in either the alignment or the grade as shown on the plan sheets.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER
encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

January 13, 1932

RECEIVED
JAN 14 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. Roy A. Klein
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for execution and return to this office are three copies of agreement for Oregon Federal Aid Project No. 161-B, the Gregg Ranch section of the Pacific Highway.

As the embankment slopes will encroach upon the right of way of the S. P. R.R., the attached agreements include a clause stipulating that final payment of Federal Aid will not be made until satisfactory right of way has been obtained. The plans do not indicate the width of the highway right of way on the east side of the center line where these encroachments occur. Will you please submit revised prints showing this width?

As you already understand, the costs upon which Federal Aid is to be computed should not include rental of State owned equipment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

COPY

SOUTHERN PACIFIC COMPANY

Portland, Oregon.

E. L. King,
Superintendent.

323-3

November 27, 1931.

Mr. E. A. Collier,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your letter of November 18th.

We have no objection to encroaching on railroad right of way with the toe of your embankment provided no material is placed above subgrade of the railroad track at the right of way line, that drainage will be satisfactorily taken care of and fences will be reconstructed and any interference with telegraph lines taken care of to our satisfaction.

Agreement will not be necessary under the above conditions and on your written advice that these conditions will be complied with, you may proceed with the work.

I am returning cross sections on which I have shown in red pencil the railroad subgrade. You will note that between Station 696 and 701 there will be a slight encroachment of your fill, as laid out, on right of way above subgrade and slight revision of your line will be necessary to avoid this encroachment.

Will you kindly return a copy of the cross section sheet for our records?

Yours truly,

E. L. King (Sd)

COPY

SOUTHERN PACIFIC COMPANY

Portland, Oregon.

E. L. King,
Superintendent

December 23, 1931.

Mr. E. A. Collier,
Division Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of your letter December 2d concerning permission to borrow material on railroad right of way one-half mile north of Cottage Grove in which you have agreed to conduct the work in accordance with the requirements set forth in my letter November 27th.

Yours truly,

E. L. King (Sd)

COPY

December 2, 1931.

Mr. R. L. King, Sup't.
Southern Pacific Co.
Portland, Oregon.

Dear Sir:

Your letter of November 27th is received, in which you state you have no objection to our encroaching on the railroad right of way 1/2 mile north of Cottage Grove with the toe of our embankments, provided no material is placed above subgrade of the railroad track at the right of way line; that the drainage will be satisfactorily taken care of; fences will be reconstructed, and interference with telegraph lines taken care of to your satisfaction.

We will comply with these conditions, and thank you for this permission to use part of the railroad right of way with our embankment slopes.

I note what you state about the slight encroachment between Station 696 and Station 701, and will change our plans to avoid this encroachment above subgrade. The section shown at Station 696+85 was platted wrong and the railroad should have been shown 10 feet farther away from our center line.

I am enclosing herewith copy of the cross-section sheet, as requested by you.

Very truly yours,

E. A. Collier,
Division Engineer.

EAC:EF

cc R. Walsh

COPY

SOUTHERN PACIFIC COMPANY

Portland, Oregon.

E. L. King,
Superintendent.

323-3

November 27, 1931.

Mr. E. A. Collier,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Your Letter of November 18th.

We have no objection to encroaching on railroad right of way with the toe of your embankment provided no material is placed above subgrade of the railroad track at the right of way line, that drainage will be satisfactorily taken care of and fences will be reconstructed and any interference with telegraph lines taken care of to our satisfaction.

Agreement will not be necessary under the above conditions and on your written advice that these conditions will be complied with, you may proceed with the work.

I am returning cross sections on which I have shown in red pencil the railroad subgrade. You will note that between Station 696 and 701 there will be a slight encroachment of your fill, as laid out, on right of way above subgrade and slight revision of your line will be necessary to avoid this encroachment.

Will you kindly return a copy of the cross section sheet for our records?

Yours truly,

E. L. King (Sd)

COPY

SOUTHERN PACIFIC COMPANY

Portland, Oregon.

E. L. King,
Superintendent

December 23, 1931.

Mr. E. A. Collier,
Division Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

This will acknowledge receipt of your letter December 22 concerning permission to borrow material on railroad right of way one-half mile north of Cottage Grove in which you have agreed to conduct the work in accordance with the requirements set forth in my letter November 27th.

Yours truly,

E. L. King (Sd)

December 2, 1931.

Mr. E. L. King, Sup't.
Southern Pacific Co.
Portland, Oregon.

Dear Sir:

Your letter of November 27th is received, in which you state you have no objection to our encroaching on the railroad right of way 1/2 mile north of Cottage Grove with the toe of our embankments, provided no material is placed above subgrade of the railroad track at the right of way line; that the drainage will be satisfactorily taken care of; fences will be reconstructed, and interference with telegraph lines taken care of to your satisfaction.

We will comply with these conditions, and thank you for this permission to use part of the railroad right of way with our embankment slopes.

I note what you state about the slight encroachment between Station 696 and Station 701, and will change our plans to avoid this encroachment above subgrade. The section shown at Station 696+85 was platted wrong and the railroad should have been shown 10 feet farther away from our center line.

I am enclosing herewith copy of the cross-section sheet, as requested by you.

Very truly yours,

E. A. Collier,
Division Engineer.

EAC:EF

cc R. Walsh

PR 161 B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 16, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are today recommending for approval plans, specifications and estimate for Oregon F.A.P. No. 161-B, the Gregg-Ranch Section of the Pacific Highway.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

RECEIVED
DEC [illegible] 1931
STATE HIGHWAY [illegible]

PF 161 B

December 14, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement, and six copies of an analysis of cost for pipe culverts, covering the Gregg Ranch Section of the Pacific Highway, Project No. 161-B. Five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover. It is our plan to do all work that can be done without disturbing the existing pavement as an emergency project during the winter months, and, in the early summer the uncompleted work on the project will be done either by contract or by additional state force work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

encl.

Oregon State Highway Department Project No. 161-B

[illegible] RANCH SECTION

OF THE [illegible] HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on estimated costs for construction by state forces)

Salem, Oregon, December 14, 1931.

All Required	Clearing and Grubbing		$ 10.00
24,000 cu. yds.	Excavation, Single Classif.	$0.40	9,600.00
47,000 yds. sta.	Overhaul	0.03	1,410.00
1,100 yd. mi.	Truck Haul	0.15	165.00
80 lin. ft.	24" Corru. Galv. Iron Pipe	2.50	200.00
500 lin. ft.	6" Porous Drain Tile	0.25	125.00
			$ 11,510.00
	10% Engr. & Cont.		1,151.00
	Total.......		$ 12,661.00

Length of Project 0.326 miles

Cost per mile $39,225.46

State funds available, - $ 6,574.91

Federal Aid Requested, - 6,086.09 (48.069+%)

$12,661.00

State funds for construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

[illegible] [illegible] SECTION

OF THE PACIFIC HIGHWAY IN LANE COUNTY

Project No. 151-B

(Analysis of cost for Pipe Culverts and Drain Tile)

24" Concrete Pipe	Per lin. foot
Cost F. O. B. Eugene	$ 2.00
Cartage	0.25
Installation	0.25
Total............	$ 2.50

6" Drain Tile	Per lin. foot
Cost F. O. B. Eugene	$ 0.06
Cartage	0.04
Installation	0.15
Total............	$ 0.25

CONTRACT #1424,

SEE:

CONTRACT #1373.

I.L.A. [illegible] Contract 1973

CONTRACT# 1426,

[redacted]

180 B Manzanita Sec. 1932

1426

180 B

April 19, 1938

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of March 31, 1938, containing inquiry concerning Projects F. A. 180-B, C and D. ← copies filed on

While the original bids received for lumber used on the project for shear boards, etc., were destroyed, further investigation developed a copy of the purchase request listing the names of firms submitting quotations and, likewise, the bids submitted. A copy of the purchase request and purchase order for the materials are enclosed herewith.

The trucks used on the above projects did not exceed one and one-half ton capacity and the rentals paid were comparable to the prevailing rate in the locality where the work was done.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
APR 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The eligibility of the truck rental claimed on the final vouchers for Oregon Federal Aid projects Nos. 180-B, 180-C and 180-D, landscaping on the Oregon Coast Highway in Tillamook County, has been questioned. It is stated that your records do not indicate the capacity of the trucks used nor that competitive bids were taken.

If you can determine definitely that the rated capacity of the trucks ~~and~~ was not more than 1-1/2 tons, and that the rental rates paid were comparable to those prevailing in this locality at the time the work was performed, it appears that the claim may be paid. Rental of trucks whose capacity is in excess of 1-1/2 tons must be based upon formal or informal bids.

It is also reported that bids received for the materials to be used on this work have been destroyed. Will you please advise us what information your files contain which would indicate that formal or informal bids were received and that purchases were made from the low bidders in accordance with the regulations.

The absence of basic supporting data may be considered to render all of these items ineligible; however, as we wish to have all the facts before reaching a decision, the above information is requested, and it is suggested that data regarding any other pertinent facts also be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE NO. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

180-B

November 13, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon E 180-B, Manzanita Section, Oregon Coast Highway, Tillamook County __________________, was made by a representative of this office on October 27, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
L. J. Canfield
Highway Engineer

EAP. 180-B

A+J. 14117

Section B,
Oregon Federal Aid Project No. 180.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 4, 1933, by the Oregon State Highway Commission, and on February 3, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Section B of Oregon Federal Aid Project No. E-180, hereafter to be known and designated as Section B of Oregon Federal Aid Project No. 180; and

WHEREAS, the plans and specifications previously approved for said Section B provided for the construction of 0.890 of a mile of road surfaced with selected material, in Tillamook County, for which the estimate approved was $36,382.50, and $10,914.75 Federal funds were set aside to the credit of said Section B; and

WHEREAS, the construction of said Section B in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $32,215.35, and voucher in the sum of $9,588.40 has been passed for payment as the share of the Federal Government on said Section B; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section B and a revision of the plans, specifications and estimate approved therefor to provide for roadside improvements, at an estimated cost of $5,163.40; and by reason thereof has requested that the estimate of cost approved for said Section B be increased from the previous actual cost of $32,215.35 to $37,378.75, and that the Federal funds approved and set aside to the credit of said Section B be increased from the previous actual payment of $9,588.40 to $12,738.07:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section B be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twelve thousand, seven hundred thirty-eight and 07/100 dollars ($12,738.07) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of twelve thousand, seven hundred thirty-eight and 07/100 dollars ($12,738.07), certified to the Secretary of

> the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-seven thousand, three hundred seventy-eight and 75/100 dollars ($37,378.75), the approved total estimated cost of Section B of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 26th day of June, 1936, and the Secretary of Agriculture on the 15th day of Sept, 1936.

OREGON STATE HIGHWAY COMMISSION

By Henry F. Cabell
Chairman, State Highway Commission

By E. B. Aldrich
Member, State Highway Commission

By ____________________
Member, State Highway Commission

SECRETARY OF AGRICULTURE,

By ____________________
Acting Chief, Bureau of Public Roads.

Section B,
Oregon Federal Aid Project No. 180.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 180-B, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 37,378.75 in lieu of the previous actual payment of $9,588.40 as the total estimated cost of said project, and the sum of $ 12,738.07/ as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 25th day of September one thousand nine hundred and Thirty-six

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 8—4830

180-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 8 1936
OREGON
STATE HIGHWAY COMMISSION

May 7, 1936

RECEIVED
OCT 29 1936
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Aid Roadside Improvement project No. 180-B, the Manzanita Section of the Oregon Coast Highway. You are hereby authorized to proceed with construction, subject to the condition that any changes of plans or specifications required by the Chief Engineer will be made.

Your attention is called to the restrictions placed upon the payment of Federal funds for State-owned equipment used on Federal Aid highway projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

180-B

April 30, 1936

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for roadside improvement work on the Manzanita Section, Project No. 180-B.

Five sets of blue print plans and five copies of specifications are being sent under separate cover.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict: J.W.Nash:MM

Encl.

Oregon State Highway Department Federal Aid Project No. 180-B

MANZANITA SECTION OF THE
OREGON COAST HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on estimated cost of state force construction.)

Salem, Oregon, April 30, 1936

STATEMENT OF COMPLETED FEDERAL AID WORK

Total Final Cost, Roadwork..	$ 32,215.35
Federal Aid Paid..	$ 19,700.98
Length..	0.890 mile

NEW WORK - ROADSIDE IMPROVEMENT

0.50	acre	Clearing and Grubbing	$ 120.00	$ 60.00
30	cu. yds.	Excavation	1.00	30.00
2,100	cu. yds.	Top Soil in Place	1.40	2,940.00
5,000	lin. ft.	Rounding Outbanks	0.10	500.00
5,400	lin. ft.	Diversion Ditches	0.08	432.00
24,400	sq. yds.	Planting	0.03	732.00
			Subtotal	$ 4,694.00
			10% Engr. & Cont.	469.40
			Total	$ 5,163.40
		Length	0.890 mile	
		Cost per mile	$ 5,801.57	

Federal Aid Funds Requested..	$ 3,149.67
State Funds Available..	2,013.73
	$ 5,163.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

MANZANITA SECTION

PROJECT No. 180-B

Analysis of Costs of Work to be Performed by State Forces

Clearing and Grubbing

Labor -	$ 40.00	
Supplies -	20.00	
		$ 60.00

$60.00 / 0.5 = $120.00 per Acre

Excavation

Labor -	$ 20.00	
Equipment -	10.00	
		$ 30.00

$30.00 / 30 = $1.00 per cu. yd.

Top Soil in Place

Labor, -	Excavation	$ 583.00		
	Place Top Soil	778.00		
	Teamsters	78.00		
	Truck Drivers	127.00		
	Placing Shear Boards	531.00	$ 2,097.00	
Materials, -	Lumber	$ 528.00		
	Hardware	25.00	$ 553.00	
Equipment, -	Teams & Fresnoes	$ 52.00		
	Trucks	253.00	$ 305.00	
				$ 2,955.00

$2,955.00 / 2,100 = $1.407 per cu. yd.

(Use) $1.40

Rounding Cutbanks

Labor- -$ 500.00

$\frac{\$500.00}{5,000}$ = $ .10 per lin. ft.

Diversion Ditches

Labor- -$ 432.00

$\frac{\$432.00}{5,400}$ = $ .08 per lin. ft.

Planting

Labor, - Gathering Native Seed	$ 55.00	
Gathering Native Shrub Cuttings	330.00	
Planting Native Seeds	16.00	
Planting Native Shrub Cuttings	330.00	$ 731.00

$\frac{\$731.00}{24,400}$ = $ .0299 per sq. yd.

(Use) $ .03

#1426

180-B

August 31, 1935

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Pittock Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1426 for the construction of the Manzanita Section of the Oregon Coast Highway in Tillamook County has been completed by the contractor, Fred H. Slate, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 9, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $30,862.73 including the final payment. Of this amount $16.20 was for force account.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1426

180-B

July 29, 1933

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to Fred H. Slate on contract No. 1426 for the construction of the Manzanita Section of the Oregon Coast Highway in TillamookCounty. This payment will be made on or after August 8th, 1933.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form [illegible].

OREG STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 22nd, 1933

Section Manzanita

Kind of work Grading

Highway Oregon Coast

Section prefix 29 PO 1108

Contractor E.H.Slate

Contract number 1426

Date of contract November 2nd, 1932

Date of completion May 31st, 1933

Date work started November 10th, 1932

Estimated date of completion June 17th, 1933

Amount of contract $ 33070.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 31583.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 1321.50, 4.19 %

Date project was completed June ~~12~~ 17th, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Project completed June 17th.

With other projects to keep going it has been hard to work continuosly enough to get the final out. Expect to complete it Monday.

NOTED
State Highway Engineer

J. I. Scott
Resident Engineer
Nehalem,

NOTED

RECEIVED
JUL 24 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

ED	GRADING	SURFACI	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.39				
Miles partially completed	.39				
Miles completed	.39				
Total estimated quantities	103000				
Estimated quantities moved or placed to date	100%				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers ......, Sheet-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair all week		
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

June 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Em.Construc.Hwy. Project No. E. 180-B, Manzanita Section of the Oregon Coast Highway, was made by a representative of this office on June 22, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer.

Aug. 1947

180-B

Form P. R. 2

State Oregon

Project No. E-180, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 4th day of January, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, nine hundred fourteen and 75/100 dollars ($10,914.75) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from "Emergency Construction Highway funds" appropriated by** (Include amount, date, and citation of **Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof** act of legislature by which authorized) **not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.**

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 106+00 in the N.E.¼ Sec. 29, T. 3 N., R. 10 W., W.M., and survey station 153+00 in the N.E.¼ of Sec. 20, T. 3 N., R. 10 W., W.M.,**

, length **0.890 of** a mile~~s~~, in **Tillamook** County, being Section **B** of **Oregon Federal Aid** project No. **E-180**, consisting of **0.089 of a** mile~~s~~ of roadway and **no** bridges, ~~xxx~~ of more than 20 feet clear span, **known locally as the Manzanita section of the Oregon Coast Highway between official control points Cannon Beach and junction with Federal Aid Highway near Wheeler.**

DEC 29 1932 8 56 57 AM

JAN 6 1933 9 14 15 AM

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5818

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, nine hundred fourteen and 75/100 dollars ($ 10,914.75), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-six thousand, three hundred eighty-two and 50/100 dollars ($ 36,382.50), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 3rd day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

R. H. BALDOCK

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-180-B State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 36,382.50 as the total estimated cost of said project, and the sum of $ 10,914.75 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 3rd day of February one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

FORM 5-A-1 5666 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

180-B

January 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

J. H. Scott's Field Engineer's Weekly Report of December 17th for the Manzanita Section, indicates that he is changing some of the slopes which may cause an overrun of the quantities.

An overrun would seem unnecessary on this short job and therefore I would recommend that the line be balanced in a way so as to cause no overrun even using the slopes indicated by the locater if necessary.

Two to one slopes may be advisable on sand but they have been only occasionally used in this department and therefore unnecessary if an overrun is anticipated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

Form 338—4M—10-32

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending December 31st, 1932

Section Manzanita

Kind of work Grading

Highway Oregon Coast

Section prefix 29 P 0

Contractor F.M.Slate

Contract number 1426 120-B

Date of contract November 2nd, 1932

Date of completion May 31st, 1933

Date work started November 10th, 1932

Estimated date of completion ", 193

Amount of contract $ 33076.00

Per cent of time elapsed 28.36 %

Estimated cost of completed project, exclusive of engineering $ 33200.00

Per cent of contract completed, based on total contract price W 22 %

Engineering costs to date $ 575.00, 1.7%. *Date project was completed* , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Bulldozer started on the 26th and ran until sometime Friday night when stopped by rain,outfit has been working 24 hours per day.

Culvert ready to lay at station 132 but rain caved the sides of the dit ditch in.

Small crew working all week on grubbing, etc

December 29th was the 20th day after the County Court had made the final order on the Resolution proceedings and no objections or suits were filed. Told the contractor to go ahead with the work on the Edwards property.

Clearing all done except light clearing sta 113 to 123 wher R/W has jus been made available.Grubbing is only done just ahead of the cat work Small crew all thta is necessary

RECEIVED JAN 3 1933

JAN 3 1933

NOTED

NOTED H. G. SMITH

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	.89				
Miles partially completed	.89				
Miles completed	00				
Total estimated quantities	115000 yds				
Estimated quantities moved or placed to date	14000				
Average daily quantities	1200				
Average daily quantities necessary to complete project on time	780				
Number shifts per day	4 grading 1 clearing				
Hours per shift	4½ 5½,6				
Average force on project for week	13				

Percentages of men employed on contract to be secured from:

County, %; Tillamook County, 100%; County, %; County, %

	NUMBER USED AND SECURED FROM						
	Tillamook COUNTY	COUNTY	COUNTY	COUNTY	Skilled operators OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	7				4	2	13
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ......, Power Graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,
Compressors ......, Bull dozers 1, Sheep-foot rollers ......, ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 25	Part clear		
Monday 26	"		
Tuesday 27	Rain		
Wednesday 28	"		
Thursday 29	Part clear		
Friday 30	Cloudy, rain at night,		Bulldozer had to stop during night, too wet
Saturday 31	Rain		Too wet for bulldozer

(COPY)

OREGON STATE HIGHWAY COMMISSION

Salem

October 29, 1932

TO PROSPECTIVE BIDDERS FOR CONTRACTS
TO BE LET ON NOVEMBER 2nd:

This is to advise that in connection with the projects listed below, the classes of base metal of which the corrugated iron culvert pipes may be manufactured will not be limited to "pure iron," "Copper bearing pure iron" and "copper molybdenum iron", as the special provisions for the projects state, but may be any one of the five classes of base metal for which specifications are given on page 109 of the standard specification form.

The projects on which this change in specifications applies are as follows:

1. Humbug Mtn.-Ranger Station, grading.
2. Tillamook County Line-Sunset Camp, grading.
3. Manzanita Section, grading.

Very truly yours,

R. H. BALDOCK,

State Highway Engineer.

180-B

November 26, 1932

Fred N. Slate
585 East 29th St., South
Portland, Oregon

Dear Sir:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Manzanita Section of the Oregon Coast Highway in Tillamook County.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Manzanita Section, Project No. E-188-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MR.

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. E-160-B.

MANZANITA SECTION OF THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

All Required		Clearing and Grubbing		$ 4,500.00
110,000	cu. yds.	Common Excavation	$ 0.20	22,000.00
5,000	cu. yds.	Solid Rock Excavation	0.20	1,000.00
130,000	yd. sta.	Overhaul	0.02	2,600.00
3,000	yd. mi.	Truck Haul	0.15	450.00
2,500	cu. yds.	Selected Roadbed Topping	0.20	500.00
5,000	yd. mi.	Hauling Roadbed Topping	0.15	750.00
50	lin. ft.	12-inch Concrete Pipe	1.00	50.00
700	lin. ft.	18-inch Concrete Pipe	1.75	1,225.00
			Sub-total	$ 33,075.00
			10% Engr. & Cont.	3,307.50
			Total	$ 36,382.50

Length of Roadway 0.890 miles
Cost per mile $40,878.65

Regular Federal Aid Funds Requested	$ 10,914.75
Emerg. Constr. Hwy. Funds Requested	25,467.75
	$ 36,382.50

State Funds for Construction: Chap. 175, laws 1917: Chap. 51, laws 1920
State Funds for Maintenance: Chap. 31, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 31, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-180-B, the Manzanita Section of the Oregon Coast Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

October 28, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the [illegible] Section, Project No. [illegible]. Five sets of blueprint plans, one set of original cross-sections and five bid proposals for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/EB.

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-180-B

MANZANITA SECTION OF THE
OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 28, 1932.

All Required		Clearing and Grubbing		$ 6,000.00
110,000	cu. yds.	Common Excavation	$ 0.30	33,000.00
5,000	cu. yds.	Solid Rock Excavation	0.80	4,000.00
180,000	yd. sta.	Overhaul	0.02	3,600.00
3,000	yd. mi.	Truck Haul	0.30	900.00
2,500	cu. yds.	Selected Rock Topping	0.30	750.00
5,000	yd. mi.	Hauling Roadbed Topping	0.20	1,000.00
60	lin. ft.	12" Culvert Pipe	1.25	75.00
700	lin. ft.	18" Culvert Pipe	2.00	1,400.00
		Sub-total		$ 51,725.00
		10% Engr. & Cont.		5,172.50
		Total		$ 56,897.50

Length of Roadway	0.863 miles
Cost per mile	$ 65,929.26

Regular Federal Aid Funds Requested	$ 17,069.25 (30%)
Emergency Construction Highway Funds Requested	39,828.25
	$ 56,897.50

CONTRACT #1427,

PR 167-A Umatilla-Sand Station 1932

1427

January 6, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $5,373.31 for the Umatilla-Sand Station Section, Project No. E 167-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

J-21

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

16720

OREGON STATE HIGHWAY COMMISSION

SALEM

September 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

The Accounting Department has prepared a claim against the Newport Construction Company for $407.94 for engineering expenses incurred after July 15th.

It is quite apparent that Newport will make violent objection to this charge and without doubt will have considerable effect in closing up his final, therefore if the later progress of the job had any bearing on the question of engineering penalties or would lead you to reconsider the matter, it is advisable that you submit your report immediately in order that full information be had prior to any discussion with Newport.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 3-M-1 8979 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

N. G. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

117-a

September 20, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

NOTED

Dear Sir:

I am enclosing invoice from the Newport Construction Company in the amount of $73.21, which invoice covers labor, equipment rental and purchase of broom used in brooming the Cold Springs Highway in order to have it in suitable condition for the opening of the Wallula Cut-off early in August.

Mr. Carter made arrangements to secure the broom from the Newport Construction Company as we had no broom available at that time. Mr. Carter had cleaned the ditches on the Cold Springs Highway, and the road was very dusty as a result of blading the ditch material across the highway. The broom was used to remove the dirt and dust from the riding surface.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encl.

cc R. H. Baldock.

FORM S-A-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

167a

OREGON STATE HIGHWAY COMMISSION
SALEM

September 8, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Mr. Baldock considers that funds are not available to purchase the rock from the Newport Construction Company as called for in your price agreement #3. One of the principal reasons for the present form of contract which provides for crushed rock in the bituminous macadam is so that only sufficient rock will be furnished for the job and we will not be caught with a great amount of carry over, therefore he considers it inexpedient to tie up such a large amount of State money for rock which we will not need for some time.

Will you kindly advise Mr. Newport that we cannot consider the purchase of this rock at the present time. I will file the price agreement in this office in case it be needed for future reference and Mr. McCallister will make the necessary deductions from the estimate.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
S.H. Probert
J. W. McCallister

Form [illegible]

[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Aug. 26, 1933

Section Umatilla-Washington State Line

Kind of work Surfacing

Highway Columbia River

Section prefix 30 PP F.A.P. E-167 A.B. & C

Contractor Newport Construction Co.

Contract number 1427

Date of contract November 2, 1932

Date of completion June 15, 1933

Date work started November 16, 1932

Estimated date of completion ...., 193...

Amount of contract $ 129,475.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 131,100.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 7450.00, 5.7 %

Date project was completed Aug. 5, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on this section has been completed.

Contractor finished work Aug. 5th, and during the week the assembling and checking of data for final estimate was completed.

RECEIVED
AUG 29 1933
STATE HIGHWAY COMM

RECEIVED
AUG 29 1933
CONST

Go. G. Toole
Resident Engineer

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		19.7			
Miles partially completed					
Miles completed		19.7			
Total estimated quantities		42,159.3			
Estimated quantities moved or placed to date		42,159.3			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1172a

August 19, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. R. H. Baldock
State Highway Engineer,
Salem, Oregon

Re:Wallula Cut-off Surfacing.

RECEIVED
AUG 21 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

I have your letter of August 12th relative to the apparent excess screenings used in the second seal coat on the Wallula Cut-off, to which letter was attached a photograph and a copy of a letter from Mr. W. H. Lynch.

On the second seal coat on this job the specified amount of coarse screenings was exceeded by approximately ten cubic yards per mile,and fine screenings or rock dust was exceeded by five yards, which shows a total excess of screenings of 15 yards per mile. This slight excess of screenings was used in an attempt to cover the light cutback adequately to permit traffic during the extremely hot weather that was prevailing at the time the seal was placed. The second seal on the section was started July 15th and completed in four days, and during this time the temperature was between 100° and 107° daily. During extreme warm weather of this nature light cutback does not hold the rock to any great extent, and in order to cover up the entire surface and leave no bare spots, considerable hand spotting was necessary and it was this hand spotting that caused the slight excess of materials used. Futthermore, it appeared that the light cutback penetrated to a certain extent and did not hold as many screenings as would ordinarily be the case.

Under traffic the screenings naturally were whipped off, and in a effort to work in more of the screenings they were broomed back onto the surface for two or three days after completion of the final seal. When it was apparent that the surface was taking no more screenings, all excess was broomed off and the surface is now in good condition. Especially in the vicinity of the big encroachment where the photograph was taken by Mr. Lynch, the surface is in excellent condition and very smooth for a B-12 bituminous.

State Highway Engineer

SIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON
August 19, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. R. H. Baldock: -2- 8/19/33 -- Re:Wallula Cut-off Surfacing.

There is a slight roughness on the west end of the project near the airport, but I am unable to determine if this roughness was caused by corrugation of screenings or a slight roughness during the placing of the main course. On practically every bituminous macadam constructed in this Division, there has been corrugation of screenings on top of the surface for three or four days after the final seal was placed. On these former jobs there has never been any evidence of these corrugations being transmitted to the surface of the bituminous macadam. I also find that on other projects constructed during extreme hot weather it was necessary to use a slight excess of screenings in order to protect traffic as we have been severely criticised several times for allowing traffic over sections being sealed with cutback that were not properly covered. It is my opinion that excess screenings, if bladed off when it is apparent that no more screenings are being absorbed in the surface, do not cause any defects in the surface, and the slight excess of screenings that remain to be broomed off are of material benefit in compacting the gravel shoulders.

The 20 mile Wallula Cut-off section is a very satisfactory appearing job, and in my opinion compares favorably with any bituminous project in the state. Also, the amount of screenings to be used can not be decreased if traffic is to be carried over the road during the time construction is in progress. The ordinary amount of screenings as specified in the standard specifications are adequate for normal temperatures, but in extreme hot weather a slight ~~amew~~ additional amount is required.

I am returning photograph furnished by Mr. Lynch.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encls.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1-A

23478

TE HIGHWAY COMMISSION
/. C. WILLIAMS, DIVISION ENGINEER
GRANDE, OREGON

August 19, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

AUG 21 1933
OREGON
TE HIGHWAY COMMISSION

ntion: Mr. H. G. Smith

I am enclosing extra work orders
matilla-Washington State Line Surfacing
are self-explanatory and cover work
ms of the contract, and for which the
to extra compensation.

Additional project authorization is
his extra work.

Very truly yours,

Division Engineer.

WCW:OW
Encls.

cc R. H. Baldock.

FORM 9-H-1 5070 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

117-a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 19, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
AUG 21 1933
OREGON
STATE HIGHWAY COMMISSION

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing extra work orders No. 3, 4 and 5 on the Umatilla-Washington State Line Surfacing Project. These orders are self-explanatory and cover work not included in the terms of the contract, and for which the contractor is entitled to extra compensation.

Additional project authorization is not required to cover this extra work.

Very truly yours,

W C Williams

Division Engineer.

WCW:CW
Encls.

cc R. H. Baldock.

167abc

ROSCOE KRIER
ATTORNEY-AT-LAW
THE DALLES, OREGON

RECEIVED
JUL 17 1933
OREGON
STATE HIGHWAY COMMISSION

July 15, 1933

NOTED
State Highway Engineer

State Highway Commission
Salem, Oregon

Attention, Mr. H. B. Glaisyer
In re: Walsh v. Newport Construction Company

Dear Sir:

I received your letter of July 10, 1933, acknowledging receipt of my carbon copy to the Newport Construction Company now located in Eastern Oregon.

On the 11th instant I received a check in the amount of $58.95 marked payment in full of Mr. W. J. Walsh's claim against them. This amount was only a partial payment of the reasonable charges asked and Mr. Walsh, disregarding my advice, does not wish to carry the matter further. However, I do feel a bit vindictive about the whole situation and would like to have you in possession of a few of the facts.

I believe that you have personal knowledge of Mr. Walsh's ability as I have also, and knew that he is one of the most competent engineers in the state. His work speaks for itself, to-wit: Wapinitia Cutoff, Cabbage Hill, Dillon to Biggs and other state highways.

When Mr. Walsh and Mr. H. R. Newport made the contract for services, they agreed that Mr. Walsh was to receive a salary of $250.00 a month and bonus undetermined, if he succeeded in saving the company any money.

He reported for work on the 8th day of May of this year and assisted in lining up the equipment and laying out the job which took about one week. Since this was the first bituminous macadam operations that the Newport Construction Company ever attempted, and about the seventh or eighth for Mr. Walsh, his help was considerable.

Then for 21 days after this week he continued to render valuable services. At the end of that time, he and Mr. Newport disagreed on the quality of the work, since Mr. Walsh insisted upon quality and adherence to the contract and specifications in regard to labor, quality of materials and neatness of the job which factors Mr. Newport wanted to disregard. With these facts in consideration, Mr. Walsh chose to resign.

After Mr. Walsh had retired, the Newport Construction Company sent a check for $103.00 as complete payment for his work which figures $3.68 a day. Then Mr. Walsh came to me and I wrote a letter to the company, of which you have a carbon copy, and on the 11th instant I received an additional check of $58.00 which was divided, $22.00 for expenses, and $35.00 for labor. This adds a per diem of $1.28 to the $3.68 or just about half the wages paid a blademan.

The whole situation is unfair and unjust and since Mr. Walsh will not consent to a lawsuit, I feel that there should be some restitution.

You may use this information in any way you choose.

Sincerely yours,

Roscoe Krier

RK:LR

June 21, 1933

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3200
Portland, Oregon

Dear Sir:

Regarding your communication of June 19, relative to the construction of the bituminous section on the Wallula Cut-off, Oregon 167A, B and C, and with special reference to the manner of spreading:

Please be advised that it is impossible to dump this material from the trucks without the use of these boxes which fan the material out wide enough so that the wheels do not come in contact with the asphalt. There is a great deal of hand work involved, as you know, requiring two and three spotting crews and it would seem absurd to try to perform this work in any other manner. According to my view they are meeting the specifications and I do not know any other feasible method. What did you have in mind as a practical solution? Would request your reconsideration of this matter.

Very truly yours

State Highway Engineer

RHB:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 19, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of the Wallula Cut-off, Oregon 167-A-B and C, it was noted that the trucks used to spread keystone and rock chips are equipped with spreader boxes.

The specifications on the spreading of this material state definitely that they shall be spread by hand. It is requested that you take the necessary steps to have these provisions carried out by the contractor.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

JUN 20 1933

June 19, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

During a recent inspection of the Wallula Cut-off, Oregon 167-A-B and C, it was noted that the trucks used to spread keystone and rock chips are equipped with spreader boxes.

The specifications on the spreading of this material state definitely that they shall be spread by hand. It is requested that you take the necessary steps to have these provisions carried out by the contractor.

Very truly yours,

W. E. LYNCH
District Engineer

June 21, 1933.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Box 3900,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Regarding your communication of June 19th, relative to the construction of the bituminous macadam on the Umatilla-Washington State Line Section, Oregon 167A,B & C, and with special reference to the manner of spreading.

The lower course has been dumped from trucks along the roadbed, without the use of spreader boxes and is being spotted by large crews of men.

After the lower course has been penetrated with asphalt it is impossible to spread the key rock except by the use of some device which will distribute the rock under the truck wheels when backing. The truck body is not sufficiently wide to allow the material to flow uniformly under the wheels, and consequently a small hopper is fastened to the back of the truck to spread the material under the wheels and prevent them from picking up the asphalt.

The seal spreads must also be spread uniformly from a truck by backing as no method of hand spreading can uniformly distribute ½" - ¼" rock at the rate of .006 cu. yds. per sq. yd. or ¼" - 0 at the rate of .003 cu. yds. per sq. yd.

I have tried every method of laying bituminous macadam and it is impossible to secure a job of the requisite smoothness by any other method except by backing the trucks to spread the fine aggregate. The hopper or spreader is merely a method of insuring the even distribution of the material under the truck wheels to prevent picking up and displaces no men who could otherwise be used.

According to my interpretation, it is not the intention of the specifications to require the work to be done in any unsatisfactory manner or which will produce an uneven and rough job. I know of no other method of doing this work and am unwilling to jeopardize an investment of $130,000.00 by any method which I know can only result in a patchy and rough surface.

I will be very pleased to have any suggestion which you may have in mind as a solution, and suggest that you make a personal inspection of the methods in order that the responsibility for an absolute failure of the job does not rest upon an ill advised decision, which in any event cannot result in the employment of any additional men.

Very truly yours,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

RHB:KI

Form 253—D-13604—5M—7-29.

OREGON STATE HIGHWAY COMMISSION

Daily Oiling Report

Hermiston, Oregon, June 20, 1933

Columbia River Highway, Section Umatilla - Wash State Line Crew No. Prefix 30 PP

Applied today:

E-Grade % oil at [illegible] Gals. per mile, Mile Post 195.00 to Mile Post 196.45 Spec. B-12

% oil at Gals. per mile, Mile Post to Mile Post Spec.

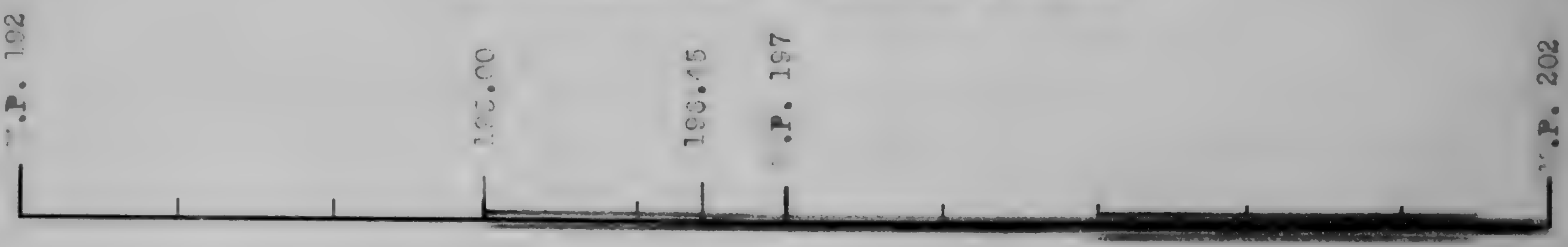
% oil at Gals. per mile, Mile Post to Mile Post Spec.

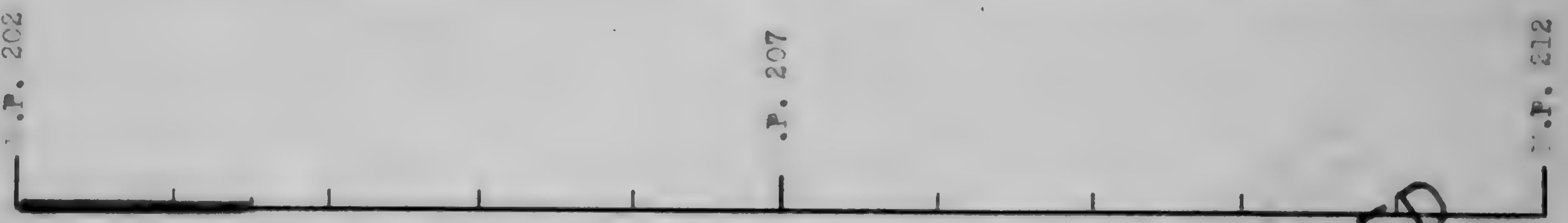
% oil at Gals. per mile, Mile Post to Mile Post Spec.

Total force: Men Labor: $ Rental:

Cause of delays:

GRAPHIC RECORD OF PROGRESS TO DATE





Red line indicates oil applied to [illegible]
Blue line indicates oil applied to 1st Seal Coat

RECEIVED
JUN 22 1933
OFFICE OF
MAINTENANCE [illegible]

Remarks: [illegible] Construction Co. Contract No. 1627

Weather: Warm

Jos. G. Foob

Res. Engr. ~~Foreman~~

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 252—D-13864—5M—7-30.

OREGON STATE HIGHWAY COMMISSION

Daily Oiling Report

Pendleton, Oregon, June 19, 1933.

Columbia River Highway, Section Umatilla-Wash St to Line Crew No. .... Prefix 30 PP

Applied today:

E-Grade % oil at 15,790 Gals. per mile, Mile Post 196.45 to Mile Post 197.80 Spec. B-12

.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

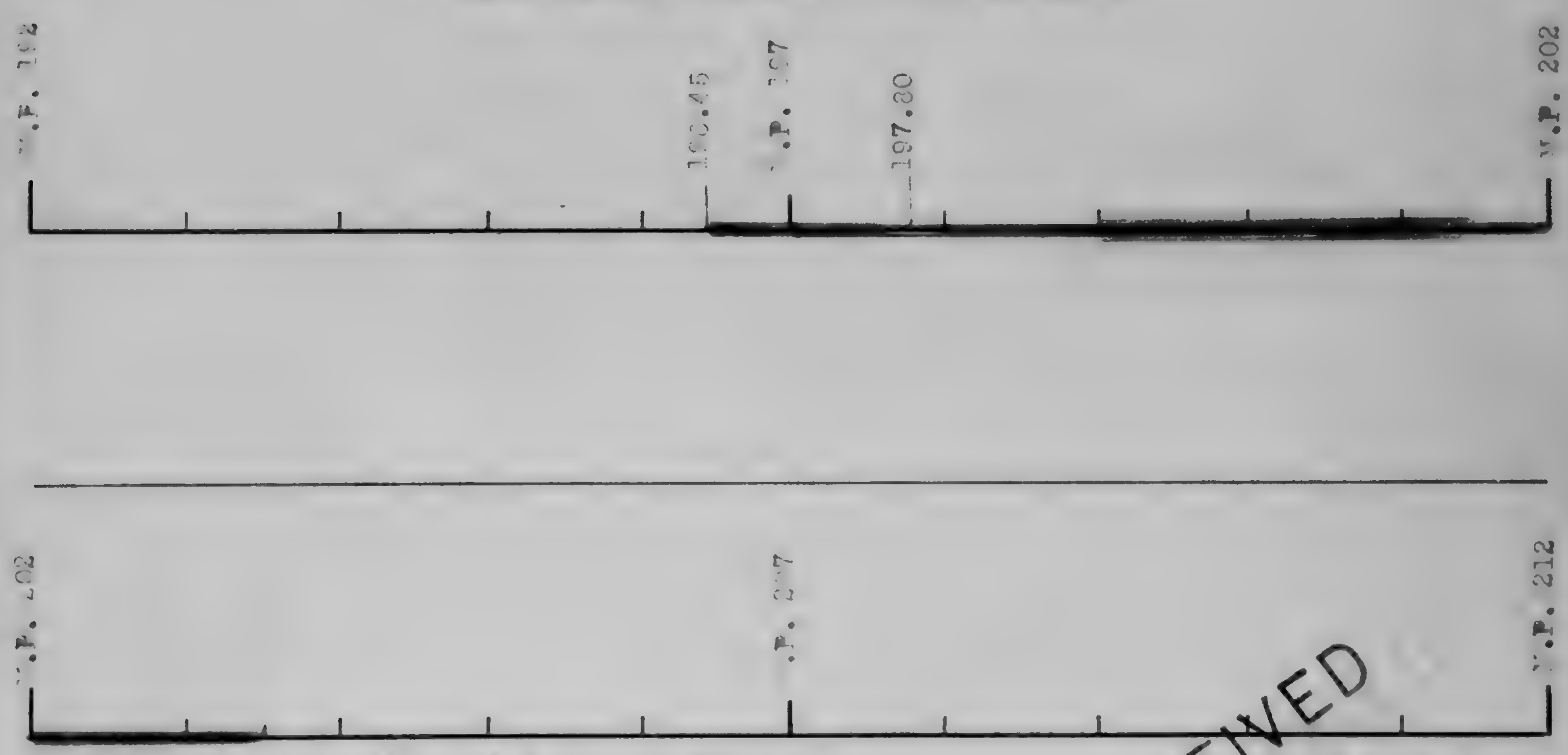
.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

Total force: .... Men Labor: $........ Rental: ....

Cause of delays: ....

GRAPHIC RECORD OF PROGRESS TO DATE



Red line indicates oil applied to base course
Blue line indicates oil applied to 1st Seal Coat

RECEIVED
JUN 22 1933
OFFICE OF
MAINTENANCE ENGINEER

Remarks: [illegible]rt Construction Co. Contract No. 1[illegible]27

Weather: Warm

Jo. G. Doole
Res. Engr. ~~Foreman~~

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 252—D-12064—5M—7-29.

OREGON STATE HIGHWAY COMMISSION

Daily Oiling Report

Hermiston, Oregon, June 18, 1933

Columbia River Highway, Section Umatilla-Wash State Line Crew No. .... Prefix 30 PP

Applied today:

E-Grade % oil at 15,496 Gals. per mile, Mile Post 202.88 to Mile Post 203.50 Spec. B-12

" % oil at " Gals. per mile, Mile Post 197.80 to Mile Post 198.45 Spec. B-12

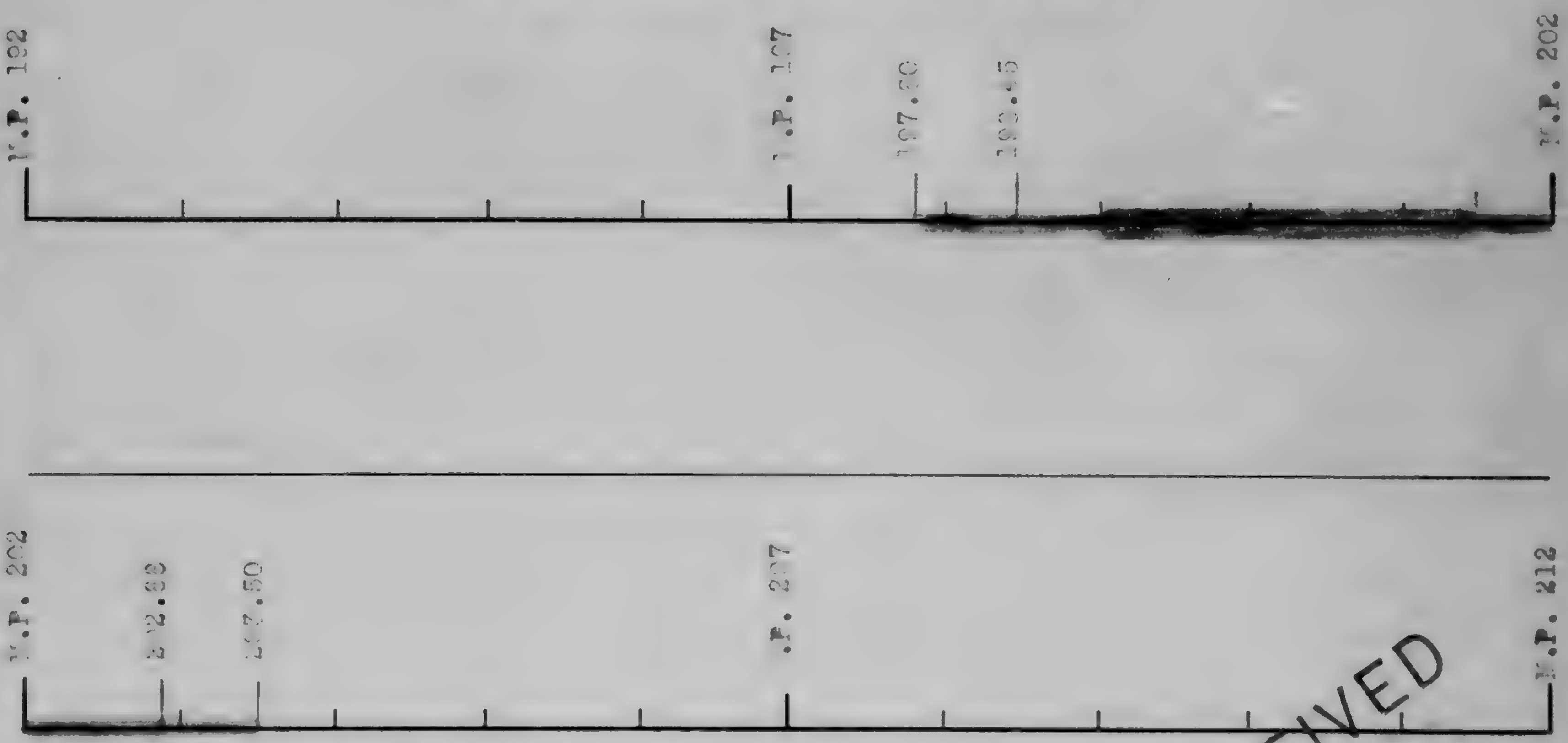
.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

.... % oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

Total force: .... Men Labor: $........ Rental: ....

Cause of delays: ....

GRAPHIC RECORD OF PROGRESS TO DATE



[illegible]

RECEIVED
JUN 22 1933
OFFICE OF
MAINTENANCE ENGINEER

Remarks: [illegible] Co. [illegible]

Weather: Warm

Jos. G. Took
[illegible] Foreman

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 253—D-13064—5M—7-29.

Oregon State Highway Commission

Daily Oiling Report

Hermiston, Oregon, June 17, 1933

Columbia River Highway, Section Umatilla - Wash. State Line Crew No. .... Prefix 30 PP

Applied today:

E-Grade % oil at 15.4?6 Gals. per mile, Mile Post 201.50 to Mile Post 202.38 Spec. B-12

........% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

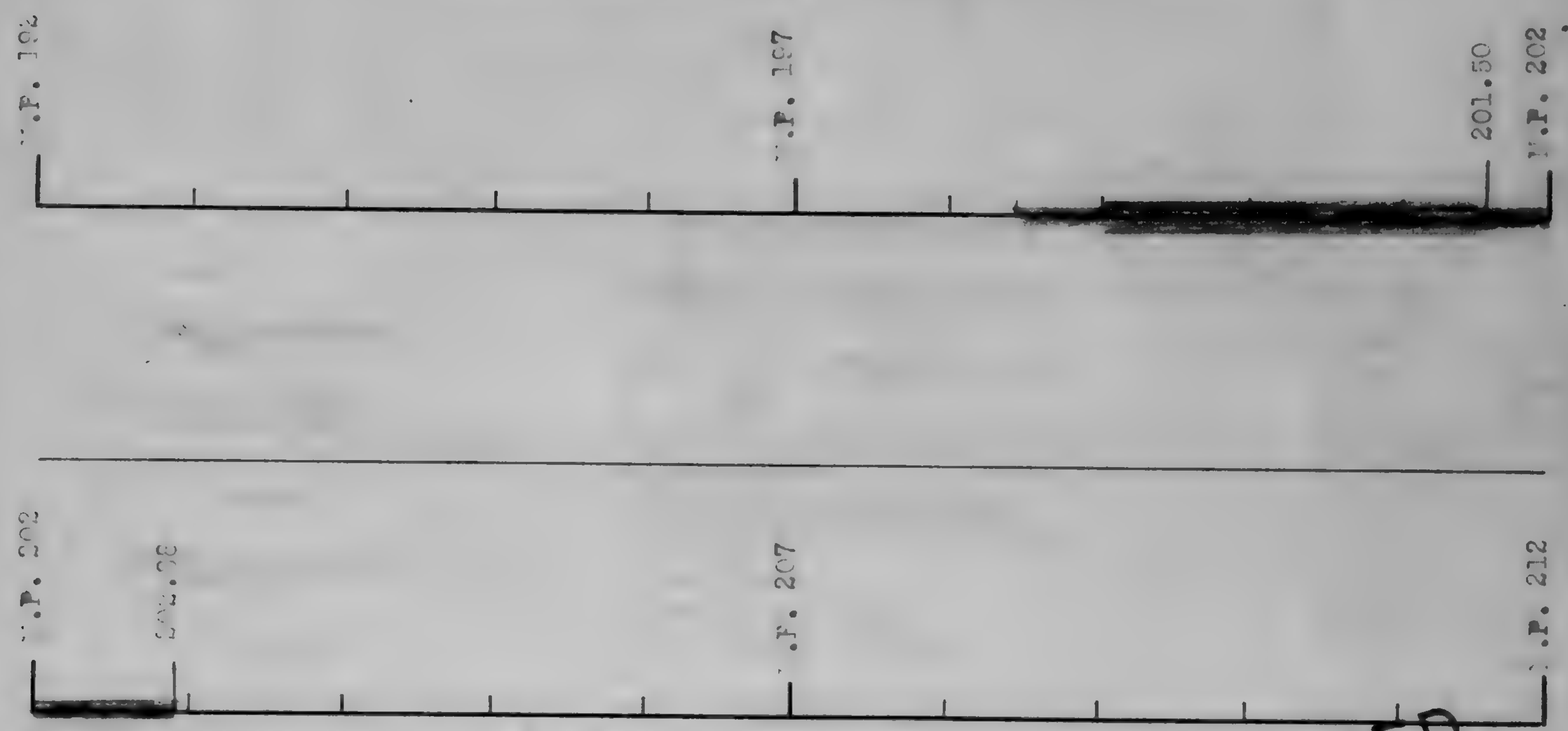
........% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

........% oil at .... Gals. per mile, Mile Post .... to Mile Post .... Spec. ....

Total force: .... Men Labor: $........ Rental: ....

Cause of delays: ....

GRAPHIC RECORD OF PROGRESS TO DATE



Red line in[illegible] oil applied [illegible] this date
Blue line [illegible] oil applied [illegible] last report

RECEIVED
JUN 22 1933
OFFICE OF
MAINTENANCE ENGINEER

Remarks: [illegible] Construction Co. Contract No. 1[illegible]7

Weather: Warm

Geo. G. Doole
Res. Engr. ~~Foreman~~

In listing oil applied today, state whether it was base or top.

Mail white copy to Maintenance Engineer; pink copy to Division Engineer; blue copy to Resident Engineer, and retain yellow copy for your file.

Form 271
F-20375

OREGON STATE HIGHWAY COMMISSION

WEEKLY OILING REPORT

Crew No. .... Order No. .... Report No. 1 Week ending [illegible] 17, 193[illegible] [illegible] 17[illegible], incl.

[illegible] Highway, Section [illegible] Prefix 3[illegible] PP

Amount Authorized, $........; Per Cent of Work Accomplished, [illegible]; Per Cent Money Expended, ...

RECORD OF WORK DONE AND MATERIALS USED TO DATE

Spec.	From M. P.	To M. P.	Oil or Asphalt					Rock				Remarks
			Grade	Gals. Per Sq. Yd.	Total Gals.	Total Tons	Hauling Per Ton M.	Size	Cu. Yds. Per Sq. Yd.	Total Cu. Yds.	Hauling Per Yd. M.	
B-1[illegible]	[illegible]	[illegible]	E	[illegible].27	55974	238.24		[illegible]-1¼	0.075	3914		
								3/4-[illegible]	0.0175	910		[illegible] Course
								[illegible]-¼	0.004	[illegible]		
B-12	[illegible]	2[illegible].50	E	[illegible]	[illegible]2	[illegible]		[illegible]	0.[illegible]7	[illegible]		1st Seal Coat
								[illegible]	0.003	85		

DETAILS OF COST TO DATE

X—Labor	$	A—Supervision and General Overhead	$	Per mile	$
Y—Materials (excluding stone)	$	B—Preparation of Macadam Base and Patching	$	Per mile	$
Z—Equipment, Rental, Supplies, Etc.	$	C—Heating and Loading Oil or Asphalt	$	Per ton	$
		D—Cost of Oil or Asphalt (including freight)	$	Per ton	$
		E—Loading, Spreading and Rolling Stone	$	Per cu. yd.	$
		F—Hauling Stone	$	Per yd. M.	$
Subtotal	$	G—Cost of Stone (including freight)	$	Per cu. yd.	$
		H—Moving, Setting Up and Dismantling Plant	$	Per mile	$
Cost of Stone (including freight)	$	J—Traffic Control	$	Per mile	$
		K—Hauling Oil or Asphalt	$	Per ton M.	$
Grand total	$	L—Spreading Oil or Asphalt	$	Per ton	$
		M—	$		$
		Grand total	$		$

Hours Delay This Week 27

Weather Report [illegible]

Cause of Delays Out of oil. Repairing distributor.

General Remarks: [illegible]

RECEIVED
JUN 22 1933
OFFICE OF
MAINTENANCE ENGINEER

Jos. G. Jo[illegible]
[illegible] ~~General Foreman~~

NOTE: If there should be any deviations from the Standard Specifications full details of the specification used should be given under "Remarks," using the back of the sheet if additional space is required.
In case all bills have not passed through, costs should be estimated as closely as possible. At close of job an accurate statement should be rendered.
Mail white copy direct to Assistant State Highway Engineer; pink copy to Division Engineer; yellow copy to Resident Engineer; retain blue copy for your files.

FORM 2-A-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

167abc

OREGON STATE HIGHWAY COMMISSION

SALEM

March 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Newport Construction Company,
817 Governor Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Gentlemen:

I note by the Weekly Engineers Reports that you are still making rather slow progress on the Umatilla-Washington State Line Section.

Since Congress has extended the time limit on emergency work there is there is no longer the necessity for you to install another plant, but at the same time we wish to have this work completed by the time the Washington work has been finished in order to open the road to traffic. There are many hundreds of thousands of dollars tied up in this road and every day's delay is wasting the interest on that money.

We have granted you the privilege of hiring outside drillers and using the bull dozer on your quarry, therefore the progress of the job is no longer hampered by emergency regulations. We shall expect you to start development work on your second quarry immediately and increase your first crusher to its maximum output.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. Smith,
Construction Engineer.

FORM 5-A-1 4700 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

167 abc

OREGON STATE HIGHWAY COMMISSION

SALEM

March 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
State Highway Engineer

Dear Sir:

It is true that the National Congress has extended the Emergency Construction time limit until January first, but it would seem absurd to give Newport until August 15th to finish his job on the Umatilla-Washington State Line Section.

There is no need of insisting on additional equipment, but he has been granted the privilege of securing drillers outside the emergency committees and use bull dozers on his rock quarry, therefore I see no reason why he cannot "get into high" and hasten his operations.

I will write Mr. Simpson, District Engineer of Yakima, Wash., to see when the Washington Department expect to have their oiling completed on the East end of this project and will not give Newport any extension beyond that time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

HGS/H

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. ~~H.~~ G. Smith

Dear Sir:

Press reports coming to my attention indicate that Congress has extended the time limit for completion of Emergency Construction Projects beyond June 30th. If this is true it would appear that some leniency could be extended the contractors on jobs which will not be completed prior to June 30th under progress now being made.

I refer particularly to the work of the Newport Construction Company who will be unable to finish surfacing work on the Umatilla-Washington State Line Section with one crushing plant before Aug. 15th. Please advise if we should insist that additional equipment be provided in order to complete on time, or if some extension may be granted the contractors.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

[illegible] ON
MAR 1 193

FORM S-A-1 6790 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Newport Construction Company,
Hermiston, Oregon.

Gentlemen:

It has been noted that your payrolls, covering the period from February 1 to the 15th, for your Umatilla-Washington State Line Project, E-167-A,B,C, shows two jackhammer operators at the rate of 50¢ per hour.

Jackhammer operators are classed as skilled laborers and are to be paid at least the minimum rate of 60¢ per hour. It does not appear to us that you are consistent in wishing to only pay 50¢ after requesting that jackhammer operators be classed as skilled operators of power equipment in order that you might hire outside the county lists because experienced operators could not be procured from the lists.

We must insist that experienced jackhammer operators be paid at least the minimum rate of 60¢ per hour, and also, that you make an adjustment of 10¢ per hour be made to the operators, for the time for which they received 50¢ per hour. These men should be paid the additional amount at once and an additional or supplemental payroll submitted covering the adjustment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by

Chas. E. Low

By

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓
W. H. Lynch
W. C. Williams
Jos. G.Toole

NOTED
State Highway Engineer

FORM 6-A-1 6790 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 1,1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. S. Murray,
Chief Engineer,
O. W. R. & N. Co.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

I am advised by Mr. Williams, Division Engineer at La Grande, that he has requested the removal of the steel on the Jones-Scott Spur to the new location, but that you are delaying this pending the receipt of some agreement relative to the electric signal at Sand Station.

We have no correspondence relative to any agreement about this signal. It was included in the original contract and signed by the Highway Commission, but they opened the question at the hearing before the Public Utilities Commissioner and requested that installation of this bell be deferred until the crossing could be observed under actual traffic conditions. I am advised by Mr. Hauser that the order of the Commissioner on this crossing will not be made until some time after the adjournment of the Legislature, and find that the delay in the removal of these tracks until the order is issued will greatly handicap our construction operations, as the cut and fill cannot be made across the old spur until it has been removed to its new location. We have considerable gravel topping which must be placed upon the roadbed and hauled from the Columbia River. At best we will have a close race to obtain this topping before high water and any failure to grade the road immediately may result in failure to get this made before the Spring flood, and as our surfacing money is obtained from unemployment funds and must be expended before July 1st, you can see that everything is dovetailed together and cannot be postponed without interfering with the entire program.

I would therefore appreciate it very much if you could arrange to move this track immediately without waiting for the order of the Public Service Commission.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
W. C. Williams.

FORM 5-A-1 6725 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

16-4-[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

March 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Jos. G. Toole,
Resident Engineer,
Hermiston, Ore.

Dear Sir:

It is my understanding from Mr. T. H. Davis, that he had definitely authorised the use of a bull dozer on the Newport Contract, therefore as far as the State Highway Department is concerned, he is authorised to employ that method in pushing the material down towards the traps. If further advice is received from the Bureau he should be governed accordingly-in the meantime, the use of the bull dozer is authorised.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

W. C. Williams

NOTED
State Highway Engineer

NOTED

FORM 2-2-1 6734-7500 12-28
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

It seems to me that less filler could be used in the crushed rock base on the Umatilla-Washington State Line Section, if this base were laid without setting up the gravel topping, as much has been done on the section west from the crusher.

I believe that instead of leveling and smoothing up the entire section prior to starting the crushed rock base, that if they were worked more or less simultaneously in short sections by smoothing one-quarter mile of topping at a time and then immediately applying the crushed rock base, that the two would knit together, part of the sand and the topping would fill the voids in the crushed rock base. This would accomplish two purposes. It would avoid thin crushed rock base which may have a tendency to break and pull loose under traffic and also would have a tendency to use less filler.

Ofcourse, I realize that the hauling road would not be in as good a condition as under the present method, but it would seem that it would be adequate for the purpose. I believe this to be more in line with the methods which were used on other jobs, and would probably cheapen the cost and do away with the danger of unnecessary filler immediately under the bituminous macadam. It would not appear practical to try this on the section west from the crusher, but I believe that we should give it a trial on the section East from the crusher, as the gravel topping on that section is not compacted as yet.

Greater care could possibly be used in endeavoring to leave some of the material from the gravel topping along the shoulders and thus cut down the shoulder material which we would have to haul in. It is very important to keep this job within the estimated quantities and I note there will be a considerable overrun on filler and filler haul, therefore if possible we should

NOTED
State Highway Engineer

endeavor to reduce this to a minimum and endeavor to compensate for this by handling the work so that the reduction can be made in the minor quantities such as gravel shoulders. There appears to be an opportunity to do this by leaving a little of the topping material which could be pulled in against the bituminous macadam.

Please discuss this with Mr. Toole on your next inspection and endeavor to lay out a procedure by which the filler can be reduced in the base.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 5-A-1 6706 7500 12-32

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION

SALEM

167-ab

February 23, 1933.

In Reply Please
Refer to File No.

Mr. Jos. G. Toole,
Resident Engineer,
Hermiston, Ore.

NOTED
State Highway Engineer

Dear Sir:

Mr. S. H. Newell advises that he is leaving tonight for Umatilla and it has occurred to me that it would be advisable to discuss with him the feasibility and cost of carefully combing the high slopes between Sand Station and the Washington State Line in order to remove all rocks which have been loosened by the frost and which will be dangerous to traffic or workmen working on the cliffs during the balance of the summer.

In this work we should confine our attention to those portions of the cliffs which are outside the limits of shooting and not to relieve Newell from any responsibility for dressing up the slopes which comes under his contract.

Will you prepare a careful report analysing the cost of this work, showing the station numbers of cuts where trouble has been experienced and submitting an estimate of cost for doing the work.

It was my idea that a reasonable job could be done for approximately $1,000.00.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
W. C. Williams

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 20, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
Office.

NOTED
State Highway Engineer

Dear Sir:

Your letter relative to payments for engineering services furnished to the O.W.R.& N. Co., has been received. This should not be charged against our engineering costs for the job and charges which have been made should be transferred. Such charges should be made against account #504, using the prefix for the project. This account number will be found on Page 20 of Cost Distribution Book.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock

STENCIL NO. 124

167-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. E-167-A and C, and F.A.P. 167-B

POST OFFICE BUILDING
PORTLAND, OREG.

Feb. 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~[illegible]~~ projects.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Agr. 9935

Form P. R. 2

State Oregon

Project No. E-167, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of December, 1932 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 4th day of April, 1931, a project statement, which was approved by the Secretary on the 22nd day of April, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-four thousand, one hundred sixty-seven and 71/100 dollars ($24,167.71) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 18+00 in the N.W.¼ of Sec. 16, T. 5 N., R. 28 E., W.M., and survey station 631+00 in the N.W.¼ of Sec. 8, T. 5 N., R. 30 E., W.M. (excepting therefrom that portion between survey stations 522+21 and 522+90), length 11.712 miles, in Umatilla County, being Section A of Oregon Federal Aid project No. E-167, consisting of 11.712 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Umatilla-Sand Station section of the Columbia River Highway, Wallula Cut-off, between official control points "a point on the Federal Aid Highway System in the vicinity of Umatilla, and the Oregon - Washington State Line, approximately south of Wallula."

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—4818

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-four thousand, one hundred sixty-seven and 71/100 dollars ($ 24,167.71), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty thousand, five hundred fifty-nine and 05/100 dollars ($ 80,559.05), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2nd day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-167-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 29,559.05 as the total estimated cost of said project, and the sum of $ 24,107.71 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2nd day of February one thousand nine hundred and Thirty-three

R. H. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—1939

copy to Messrs: R. H. Baldock
Arthur W. Jones
xxxxxxxxxxx
xxxxxxxxxxxxxxxxxx

605 Panama Building

February 16, 1933.

Mr. H. G. Smith, Construction Engineer,
Oregon State Highway,
Salem, Oregon.

Dear Mr. Smith:

I acknowledge your communication of February 14, with reference to the labor conditions existing on the project of the Newport Construction Company in [illegible] County.

I realize that some of the complaints which reach my desk may be unjustified, but I have adopted the policy of referring all such claims to your office for whatever investigation you may wish to make.

We appreciate your cooperation very much.

Sincerely yours,

Worth W. Caldwell,
Executive Director.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

147.11C

February 1[illegible], 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer
State Highway Dep't.,
LaGrande, Oregon.

Dear Sir:

Newport has complained that the timekeeper on the Umatilla-Washington State Line section is bothersome in collecting time and that he interrupts the crusher crew unnecessarily in making inquiries concerning their work for several days past.

[illegible] the addition to the [illegible] job does not require the detailed care that it does on the Newell job. On the Newport we are merely gathering cost data to determine the influence of the [illegible] job we wish exact cost [illegible] approximately be compiled from the certified payrolls and their books so that if the timekeeper has difficulty in [illegible], I would suggest that the data be secured in a manner which will not require so much personal interviewing of the workmen. It would seem that the inspectors could assist by reporting [illegible] various units.

This seems a rather peculiar complaint but it may be that some modification of the method is warranted.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. SMITH
Construction Engineer.

NOTED
Chief Highway Engineer

RECEIVED
FEB 17 1933
OREGON STATE HIGHWAY

cc Mr. R. H. Baldock
Mr. J. H. Toole

FORM 5-A-4 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 15, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer
State Highway Dep't.,
LaGrande, Oregon.

Dear Sir:

Newport has complained that the timekeeper on the Umatilla-Washington State Line section is bothersome in collecting time and that he interrupts the crusher crew unnecessarily in making inquiries concerning their work for several days past.

I presume that Nelson is keeping Newport's costs in addition to the S. H. Newell contract, but the timekeeping on the Newport job does not require the detailed care that it does on the Newell job. On the Newport we are merely gathering cost data to determine the influence of the labor specifications, whereas on the Newell job we wish exact costs to anticipate possible claims.

Therefore, much of Newport's time can legitimately be compiled from the certified payrolls and their books so that if the timekeeper has difficulty in being present on account of his other work, I would suggest that the data be secured in a manner which will not require so much personal interviewing of the workmen. It would seem that the inspectors could assist by reporting the men on various units.

This seems a rather peculiar complaint but it may be that some modification of the method is warranted.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. SMITH
Construction Engineer.

HGS:ZR

cc Mr. R. H. Baldock ✓
Mr. J. G. Toole

FORM 5-A-1 6766 7500 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

file

February 14, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Civic Emergency Committee
605 Panama Building
Portland, Oregon

NOTED
State Highway Engineer

Attention: Worth W. Caldwell, Executive Director

Gentlemen:

Reference is made to yours of January 31st, relative to complaints to labor conditions on work handled by the Newport Construction Company in Umatilla County.

Our resident engineer advises us that the contractor is now complying to all labor conditions. There were some differences at the beginning of the work, but believe that these have all been ironed out now.

Mr. Newport advises that he is having considerable trouble in securing competent and qualified jackhammer operators through your committee. This has been brought to our attention in other cases, the reason being given that your committee could not and would not send out any men who did not have families with dependents.

We appreciate your position and thoroughly agree that men with dependents should have preference, but, nevertheless, it is not fair to penalize the contractor by forcing him to take incompetent and inexperienced men who cannot perform the work required of them, to keep the job going.

It seems to us that it would be better for the county to stretch a point or two and send out single men when such skilled labor, as jackhammer operators, etc., is requested, and they cannot be furnished from the list of men with dependents. Where inexperienced and incompetent men are sent out, it causes delay to the job; causes a loss to the contractor, and the employee has to be discharged as soon as he earns his board and transportation, without receiving any benefits or relief. There is merely a suggestion on our part, as it affords some relief in the county, because when the contractor cannot get competent men from the county, he can hire them elsewhere.

We are requiring the contractors to rigidly adhere to all labor provisions whenever it is possible to do so. It is our desire to cooperate with all counties in the relief of unemployment. To this end, we welcome all complaints so they can be investigated. You probably realize a number of the complaints received are biased and do not state the true conditions, while others give violations which should be corrected.

You are assured of our cooperation in this matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

H. G. Smith
Construction Engineer

Dict. by Chas. E. Low/ER

cc R. H. Baldock
Office

167-[illegible]

February 14, 1935

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

Permission is requested to modify the labor requirements on the Umatilla-Washington State Line Section, Newport Construction Company, contractors, contract No. 1427, SOPP E167 A-B-C, to classify jack hammer men as skilled operators of power equipment.

The rock on this section is proving so difficult to drill that the drillers being furnished by the Emergency Employment Committees are unable to successfully drill to the depth required. Experience has demonstrated both on this job and on the grading of this project that only the most experienced drillers were able to drill this rock.

We find that drillers in many states are classified as skilled operators of power equipment, and believe it to be in accordance with precedent to permit of that classification on this project.

Yours very truly

State Highway Engineer

HGS:HX

FORM 2-H-1 3079 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 4, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
FEB [illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

With reference to labor conditions on the Umatilla-Washington State Line surfacing project being constructed by the Newport Construction Company, I wish to advise that we have been bringing considerable pressure to bear on the contractor during the past month to force him to comply with employment regulations of his contract.

On February 2nd I received a telegram from Ross Newport as follows:

"W. C. WILLIAMS
STATE HIGHWAY ENGINEER
LA GRANDE ORE.

"WILL ADJUST CREW TO COMPLY WITH COUNTY PERCENTAGES AT ONCE.

ROSS NEWPORT".

On February 3rd I went to Hermiston to personally investigate the situation and found that Mr. Newport was taking immediate steps to comply with the regulations stipulated in his contract. I will advise you as soon as his crew is completely adjusted to comply with the terms of the contract, which I anticipate will be within the next two or three days.

Very truly yours,

NOTED
State Highway Engineer

Division Engineer.

WCW:OW

FORM S-H-1 5979 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

167 abc.

February 4, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

RECEIVED
FEB 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

Attention: Mr. H. C. Smith

Dear Sir:

We are requesting the Newport Construction Company to start immediate operation of at least three or four shifts on the Umatilla-Washington State Line Surfacing work as this is necessary in order to assure completion by June 30th.

With these extra shifts it will be necessary for Mr. Toole to have a man upon whom he can depend to look after the surfacing operations during a portion of the time, and he has requested that C. H. Millering be assigned to the work as street inspector.

Mr. Millering is well qualified for this type of work, and inasmuch as Mr. Toole prefers his services I believe it would be more satisfactory to assign him than it would be either VanSchaick or Buttervich. The two latter men of course will remain as material inspectors.

Your approval is requested for the immediate transfer of C. H. Millering to Hermiston as street inspector at a salary of $150.00 per month.

Your approval is also requested for the transfer of C. B. Speaker to Long Creek to replace C. H. Millering. Mr. Speaker will complete his work with Chidsey next week, and he is a man well worth retaining. He is a registered engineer and can efficiently perform the duties of transitman, computer or minor positions.

NOTED
State Highway Engineer

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

167abc

February 4, 1933

Mr. E. B. Aldrich
State Highway Commissioner
Pendleton, Oregon

Dear Sir:

I am enclosing copy of a letter from Mr. H. G. Smith with reference to the rumor which you reported to me in regard to the lowering of the grade line of the Wallula Cut-off, which is self-explanatory. I was quite positive that there had been no change in these plans, which would be a direct violation of our rule, and this confirms my opinion.

Very truly yours

State Highway Engineer

RHB:AJ

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 2, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In reply to Mr. Aldrich's rumor that the grade had been lowered on the Wallula Cutoff, I am informed by the Resident Enginee Mr. Toole, that the grade has not been lowered at any place on this project.

He has recommended that the gravel topping between Stations 824 and 906 be reduced in thickness from 9 inches to 5 inches as the roadbed has been constructed from first rate talus material and some economy could be effected by reducing the amount of gravel topping. This has no bearing on the grade line established for the subgrade.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

167abc

February 2, 1939

Newport Construction Company
317 Governor Building
Portland, Oregon

Attention Ross Newport

Gentlemen:

Herewith correspondence which is self-explanatory. I would not have paid much attention to this correspondence had it not been that it is only one of many reports about your failure to observe the employment regulations in your contract.

Please be advised that we will insist that you rigidly adhere to the requirements as set forth. Immediately discharge all men who are not entitled to the work under the terms of the contract, with special reference to unnaturalized men and non-residents of Oregon and all others who are not from the counties listed in the proportions as set forth. Failure to comply with these provisions will result in my holding up your estimate until you have done so. I trust that this will not be necessary.

Very truly yours

State Highway Engineer

RHB:EI

cc L. M. Scott
E. B. Aldrich
Carl G. Washburne
H. G. Smith
W. C. Williams

February 2, 1933

Mr. Worth W. Caldwell
Executive Director
Civic Emergency Committee
605 Panama Building
Portland, Oregon

Dear Sir:

In response to your communication of January 31, regarding employment conditions at Hermiston on work being handled by the Newport Construction Company, advise that we addressed a letter to this firm last week about similar conditions and I will personally check into the matter from time to time to see that they conform to the regulations.

Very truly yours

State Highway Engineer

RHB:HI

WORTH W. CALDWELL
EXECUTIVE DIRECTOR

ATWATER 4952

CIVIC EMERGENCY COMMITTEE

[redacted]
PORTLAND, OREGON

605 Panama Building

RECEIVED
FEB 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

January 31, 1933.

Mr. R. H. Baldock, Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Baldock:

In connection with the operation of State-Federal aid employment relief projects, I bring to your attention today a copy of a communication received relative to employment conditions on the Hermiston, Oregon, job which is being handled by the Newport Construction Company.

If this firm is employing non-residents and others, instead of registered and qualified persons with the proper relief committees, immediate steps should be taken to alter this practice.

With this objective in mind, I am forwarding the communication to you and suggesting that you make whatever investigation the facts warrant.

Cordially yours,

Worth W. Caldwell

Worth W. Caldwell,
Executive Director.

copy

Portland, Oregon.
January 30, 1933.

RECEIVED
FEB 2 - 1933
OREGON

Mr. Arthur W. Jones,

Dear Sir:

On Jan. 13, 1933, five others and myself were given employment tickets from your office to Newport Construction Co., at Hermiston, Oregon, and all men reported on job Sunday Jan. 15, 1933, with the understanding that we would be given thirty hours work per week.

None of us received that much time in one week and we were shorted on time worked and given to understand that we must hit the ball if we wished to stay which we did according to each individuals' ability.

But my object in writing you is in regard to those men who are being laid off and in one particular case of Clyde Garrick of Boardman, Oregon, a man with wife and three children to support, being told that they had too many employees but at the same time they employed a man of foreign birth and according to his own admission is not a resident of Oregon, had no card of any kind and received his job through the efforts of his friend Ivor Johnson, quarry foreman.

I also have reason to believe there are others on this job who are holding down jobs that should be held by residents with dependents of Multnomah, Umatilla and Morrow Counties.

Just learned today that another resident of Boardman with four dependents had been laid off since I left there. Got acquainted with this man, Wm. Stroebel, and considered him a very good worker.

Let me say in conclusion that I am not speaking for myself as I left the job of my own will and do not wish to go back again.

Would also add that in fairness to the Newport Construction Company, the table board is excellent and Robert Brooks, Secretary of the Organizationis every inch a gentleman and has the respect of every employee.

Thanking you in advance for any efforts you may make in an investigation, I am,

Yours truly,

------------

FORM S-A-1 6786 7800 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 1, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Newport Construction Company,
317 Government Bldg.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Continual complaints are being received as to your total disregard of provisions relating to employment. I spoke to you about this personally and expected that conditions would be corrected. You should understand that this is one of the vital agreements by which we secured the Federal Funds and violations on the part of the contractor jeapordizes our receipt of these Federal funds.

Your contract states that if you cannot secure men from one of the counties designated that you are to secure them through the committees of the adjacent counties. This particular complaint seems to be with relation to jackhammer men, of which there should be ample supply in all counties adjacent to that work.

The contractors who are complying with the provisions in regard to unemployment are not having a great deal of trouble in securing men, are living up to their contrast, but those who are careless in keeping their quota up to their standard are causing us endless bother and confusion and I would appreciate it very much if you would give definite instructions to your field forces to get in line with the spirit of the unemployment program.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Sm
Construc eer.

HGS/H

CC to
R. H. Baldock ✓
W. C. Williams

FORM 8-A-1 6796 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 26, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
H. G. SMITH

Mr. Jas. G. Teale,
Resident Engineer,
Hermiston, Ore.

Dear Sir:

Mr. Newport advises that he is contemplating installation of Tel smith Vibratory Screens and I have given him the following sizes for wire mesh openings which should produce a product which when screened through the circular screens will not vary more than 10% of the required size if he has sufficient screen capacity:

Square	Circular
¼" Inch	⅜ Inch
7/16 Inch	½ "
5/8 "	3/4 Inch
1 1/8 "	1½ "
2 1/16 "	2½ "

These are based on Emperical formula and different tables give various sizes, so that there is a possible adjustment of about 1/16 of an inch in the probable square opening, and some contracters have made satisfactory adjustments to their products by increasing the size of the mesh 1/16" or 1/32". We are not particular about this so long as the product passes the sieve analysis.

It has been ruled that we are not concerned as to how a contracter rents his equipment. He can either rent it on a cash basis at so much per day, week or month, or he can rent it on a yard basis or a yard mile om any other manner, but the equipment rental must not include any labor or services. All labor must be shown on the payrolls and not involved with rented equipment in any way.

I believe most of the contractors are renting their equipment on some sort of yardage basis and for that reason the equipment does not show on the payrolls, so that I believe it will be satisfactory if you carry labor on the payroll and do not show equipment.

Yours very truly,

NOTED
State Highway Engineer

CC to
R. H. Baldock ✓
W. C. Williams

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

HGS/H

H. G. Smith,
Construction Engineer.

FORM 9-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

167A

January 25, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Jos. G. Toole,
Resident Engineer.
Hermiston, Ore.

NOTED
State Highway Engineer

Dear Sir:

Some one has reported to Mr. Aldrich that change in grade has been made on the Wallula Cutoff and that and that a certain section of the roadbed is being built below the established profile grade.

Will you kindly advise whether there is any foundation to this report as our instructions are very definite that no changes in grade can be made without the consent of this office. Our contract with the Federal Government requires that all changes be reported to them, and in this particular case it is very important that we hold to the grade established around the dam.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓
W. C. Williams

January 19, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

There is hereto attached a letter received from the Umatilla County Court, relative to the employment of local men on the Wallula Cut-off, Oregon Emergency Construction Highway Projects E-167-A, E-167-B and E-167-C.

As this work is being handled by your Department, we are forwarding the letter to you for reply.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

file 20-1

RECEIVED
JAN 20 1933
OREGON
STATE HIGHWAY COMMISSION

3R169abc

January 17, 1933

Hon. Wm. T. Campbell
County Judge
Heppner, Oregon

Dear Sir:

Herewith report by Division Engineer W. C. Williams with reference to your complaint regarding employment of men on the Umatilla-Washington State Line surfacing project.

Very truly yours

State Highway Engineer

RHB:HI

ONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 17 1933
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

January 16, 1933.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Re: Employment on Umatilla-Washington
State Line Surfacing Project.

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of January 4th relative to the complaint of Judge Campbell of Morrow County regarding employment of men on the Umatilla-Washington State Line surfacing project.

I am enclosing a copy of a letter from Resident Engineer Toole which I believe explains conditions on the job. There is some basis in Mr. Campbell's claim that the contractor was attempting to evade the intent of the contract with reference to the securing of laborers, and we have continuously been bringing pressure to bear upon the contractor. Upon completion of the erection of his crushing plant we informed him that no materials would be accepted until terms of the contract were fully complied with, and since that time the contractor has corrected his employment forces so that at the present time the ratio of men being used is approximately correct.

A low percentage of Morrow County, 6%, means that only some two to four men will probably be employed during crushing operations. When oiling work starts, this number naturally will be increased.

I have talked this matter over personally with Judge Campbell and he now understands that the number of men secured from Morrow County will be small. He has requested that a change be made in the ratio of unemployed which will permit a much larger percentage for Morrow County during the winter months, and this to be off-set by no men from Morrow County being employed during the Spring months when he thinks that seasonal work in Morrow County will more adequately take care of their unemployed. I informed him that I was not authorized to make such a change and this matter would have to be taken up with the Highway Commission. I have, however, assured

ONERS
IE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith: -2- 1/16/33 -- Re: Employment on Umatilla-Washington State Line Surfacing Project.

him that the correct ratio of men from Morrow County will be retained on the job in the future.

I am returning the letter of Judge Campbell which was addressed to Leslie M. Scott.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW
Encls.

cc R. H. Baldock.

167abc

OREGON STATE HIGHWAY COMMISSION
SALEM

January 11, 1933

Mr. S. Murray
Chief Engineer
O.-W. R. R. & N. Co.
Portland, Oregon

Dear Sir:

In regard to your communication of December 17th, concerning drainage near your Mile Post 197, advise that Resident Engineer Toole reports that there is a possibility that some wash will occur along the railroad embankment unless the pipe is placed under the railroad tracks.

This is to advise you that we will either approve your expenditure for installing pipe or we will place the pipe ourselves under your direction in case you feel that the installation is necessary.

Very truly yours

State Highway Engineer

RHB:HI

8M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

January 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Relative to Mr. Murray's letter of December 17th, concerning drainage near their Mile Post 197, Resident Engineer Toole advises that the highway culvert spills within a few feet of the railroad track at this point, and another one is similarly placed at our Station 854. He also believes that they should be continued through the railroad tracks in order to avoid washing their roadbed.

I would therefore recommend that you advise Mr. Murray that we authorize them to extend this culvert across their track as soon as it develops that objectionable drainage is forming.

Yours very truly,

H G Smith

H. G. SMITH,
Construction Engineer.

HGS/H

FORM 5-M-1 6079 5M 10-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

167-dc

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 10, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

For your approval I am enclosing invoice from Gus Tonies of Umatilla, Oregon, in the amount of $280.00 covering the moving of the Jones-Scott Company's house at Sand spur. This work has now been satisfactorily completed.

Attached to the invoice are four bids which were received for the moving of the house. The lowest bid, which was that of Gus Tonies, was accepted.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW
Encls.

cc R. H. Baldock

FORM S-A-1 5659 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

December 22, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. G. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Bill covering salary of Engineer-Inspector on the Umatilla-Washington State Line which was sent to you on December 12th, has not been returned.

Will you kindly approve this bill and forward it through the regular channels as soon as possible and expedite any other similar bills as much as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R. H. Baldock ✓

FORM 5-A-1 2603 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 29, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. S. Murray,~~
~~Chief Engineer,~~
~~Union Pacific System,~~
~~Portland, Ore.~~

Dear Sir:

In regard to the status of the bills covering salary of Engineer-Inspector on the work between Umatilla and the Washington State Line, I beg to advise that the following is the disposition of the bills as shown on our auditor's records:

August paid, September paid, October was received December 12th and sent to the Division Engineer for approval. This has not been returned as yet but will be paid as soon as it can be passed through the various offices.

These are the only bills which we have record of and they are being put through in the regular course of business the same as any other bill and have not been delayed intentionally on our part.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer

HGS/H

CC to
R. H. Baldock ✓

167a

November 28, 1932

Newport Construction Co.
Governor Building
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the surfacing of the Umatilla-Washington State Line Section of the Columbia River Highway, in Umatilla County.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Umatilla-Sand Station Section, Project No. E-167-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. E-167-A.

UMATILLA-SAND STATION SECTION OF THE
OLD OREGON TRAIL IN UMATILLA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

STATEMENT OF COMPLETED WORK

Roadway:

Final Cost	$ 156,303.81
Final Cost on which Federal Aid was computed	151,945.20
Federal Aid paid	75,972.60
Emergency Advance Funds paid	67,357.62

One Bridge:

Final Cost	2,191.78
Final Cost on which Federal Aid was computed	2,174.30
Federal Aid paid	1,087.15
Emergency Advance Funds paid	1,064.11

Length of Roadway	11.712 miles
Length of 1 Bridge 69 ft.	.013 miles
Total length	11.725 miles

Cost per mile, roadway	$ 13,345.61
Federal Aid paid per mile, roadway	6,486.68

EMERGENCY CNK - ROADWAY

1,200	cu. yds.	Excavation, Single Classif.	$ 0.40	$ 480.00
1,800	yd. mi.	Hauling Excavated Materials	0.15	270.00
7,150	cu. yds.	Crushed Rock Base	1.45	10,367.50
1,200	cu. yds.	Filler	0.20	240.00
1,800	yd. mi.	Hauling Filler	0.15	270.00
1,200	M-Gal.	Sprinkling	1.60	1,920.00
16,400	cu. yds.	Mineral Aggregate in Bit. Mac.	1.95	31,980.00
950	Tons	Asphalt in Place	24.00	22,800.00
120	Tons	Emulsified (or Cut-back) Asphalt in Seal Coat	23.00	2,760.00
3,580	cu. yds.	Gravel Shoulders	0.30	1,074.00
8,950	yd. mi.	Hauling Shoulder Material	0.12	1,074.00
		Sub-total		$ 73,235.50
		10% Engr. & Cont		7,323.55
		Total		$ 80,559.05

Length of Roadway	11.712 miles
Cost per mile	$6,878.33

Regular Federal Aid Funds Requested	$ 24,167.71 (30%)
Emerg. Constr. Hwy. Funds Requested	56,391.32
	$ 80,559.03

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1930
State Funds for Maintenance: Chap. 41, laws 1927

#1427

OR 167a

November 18, 1932

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Acknowledgment is made of your letter of November 17th concerning the Newport Construction Company.

Please be advised that the above company were awarded contract No. 1427 for the construction of the Umatilla-Washington State Line Section of the Columbia River Highway in Umatilla County. This contract consists of 19.71 miles of surfacing. The bond furnished in connection with the contract was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy, John Kern Company who have offices in the Lewis Building, Portland, Oregon. The completion date of this contract is June 15, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

Nov. 17, 1932.

RECEIVED
NOV 18 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: Newport Construction Co.
Bonded Job

We have been advised that the Oregon State Highway Commission has awarded Newport Construction Company a bonded job working on the highway in the vicinity of Hermiston, Oregon.

We are contemplating making deliveries of petroleum products to Newport Construction Company to be used on this particular job and desire the following information. Kindly furnish us the job number, the amount of the job, description of the job, together with the approximate date of completion. We also desire to know the name of the bonding company, the amount of the bond, together with the local agent's name and address who wrote the bond.

For your convenience in replying and inclosing this information, you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Myer

District Manager.

LC:R

Inc.

167 abc

November 16, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In approving the plans and specifications for the surfacing of the Umatilla-Washington State Line Section of the Columbia River Highway, you made your approval with the understanding that the gravel to be used in the construction of gravel shoulders would be a gravel, all of which will pass a screen having 2½" circular openings.

Our specifications for the project do not specify the size of material to be used in the shoulder construction work, but they give us control over this feature through our right to designate the gravel deposits from which the material is to be obtained. We assure you that our selections of the sources for this material will be so made that the material will conform with the size limitation above mentioned, and the field engineers in charge of the work are being instructed accordingly.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

November 16, 1932.

Mr. W. C. Williams,
Highway Division Engineer,
La Grande, Oregon:

Dear Sir:

In order to comply with the wishes of the Bureau of Public Roads, it has been necessary for us to agree that, in connection with the surfacing of the Umatilla-Washington State Line Section, the gravel used in the shoulder construction will be of a size which will all pass a screen having 2½" circular openings.

Our specifications for the work specify no maximum size for the shoulder material, but we can exercise control of this detail through our right to select the sources from which the material is to be obtained.

Please see to it that this requirement of the Bureau is conformed with.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

cc H. G. Smith
cc J. G. Toole

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

E 167 A c

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 31, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-167-A, Umatilla-Sand Station section of the Wallula Cut-off, and our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

October 26, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Publ s Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying surfacing specifications for the Umatilla-Sand Station Section, Project No. E-167-A. Five blueprint copies of Sheet 2 of the plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department

Emerg. Constr.
Hwy. Proj. No. E-167-A

UMATILLA-SAND STATION SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

Salem, Oregon, October 26, 1932.

STATEMENT OF COMPLETED WORK

Roadway:

Final Cost	$ 156,303.81
Final Cost on which Fed. Aid was computed	151,945.20
Federal Aid paid	75,972.60
Emergency Advance Funds paid	67,337.62

Ⓐ

Cnc. Bridge:

Final Cost	2,191.78
Final Cost on which Fed. Aid was computed	2,174.30
Federal Aid paid	1,087.15
Emergency Advance Funds paid	1,084.11

Length of Roadway	11.712 miles
Length of 1 Bridge 69 ft.	.013 miles
Total length	11.725 miles

Cost per mile, roadway	$ 13,345.61
Federal Aid paid per mile, roadway	6,486.68

EMERGENCY WORK - ROADWAY

1,200	cu. yds.	Excavation, Single Classif.	$ 0.25	$ 300.00
1,800	yd. mi.	Hauling Excavated Materials	0.12	216.00
7,150	cu. yds.	Crushed Rock Base	1.25	8,937.50
1,200	cu. yds.	Filler	0.30	360.00
1,800	yd. mi.	Hauling Filler	0.12	216.00
1,200	M-Gal.	Sprinkling	2.00	2,400.00
16,400	cu. yds	Mineral Aggregate in Bit. Mac.	2.50	41,000.00
950	Tons	Asphalt in Place	22.00	20,900.00
120	Tons	Emulsified (or Cut-back) Asphalt in Seal Coat	22.00	2,640.00
3,580	cu. yds.	Gravel Shoulders	0.40	1,432.00
8,950	yd. mi.	Hauling Shoulder Material	0.12	1,074.00
		Sub-total		$ 79,475.50
		10% Engr. & Cont.		7,947.55
		Total		$ 87,423.05

Length of Roadway	11.712 miles
Cost per mile	$ 7,464.30

Regular Federal Aid Funds Requested	$ 26,236.91
Emergency Constr. Hwy Funds Requested	61,196.14
	$ 87,433.05

Oregon State Highway Department

Emerg. Constr.
Hwy. Proj. No. E-167-A

UMATILLA-SAND STATION SECTION
OF THE OLD OREGON TRAIL IN UMATILLA COUNTY

Salem, Oregon, October 26, 1932.

STATEMENT OF COMPLETED WORK

Roadway:

Final Cost	$ 156,303.81
Final Cost on which Fed. Aid was computed	151,945.20
Federal Aid paid	75,972.60
Emergency Advance Funds paid	67,337.63

Cnc. Bridge:

Final Cost	2,191.78
Final Cost on which Fed. Aid was computed	2,174.30
Federal Aid paid	1,087.15
Emergency Advance Funds paid	1,084.11

Length of Roadway	11.712 miles
Length of 1 Bridge 69 ft.	.013 miles
Total length	11.725 miles

Cost per mile, roadway	$ 13,345.61
Federal Aid paid per mile, roadway	6,486.68

EMERGENCY WORK - ROADWAY

1,200	cu. yds.	Excavation, Single Classif.	$ 0.25	$ 300.00
1,800	yd. mi.	Hauling Excavated Materials	0.12	216.00
7,150	cu. yds.	Crushed Rock Base	1.25	8,937.50
1,200	cu. yds.	Filler	0.30	360.00
1,800	yd. mi.	Hauling Filler	0.12	216.00
1,200	M-Gal.	Sprinkling	2.00	2,400.00
16,400	cu. yds	Mineral Aggregate in Bit. Mac.	2.50	41,000.00
950	Tons	Asphalt in Place	22.00	20,900.00
120	Tons	Emulsified (or Cut-back) Asphalt in Seal Coat	22.00	2,640.00
3,580	cu. yds.	Gravel Shoulders	0.40	1,432.00
8,950	yd. mi.	Hauling Shoulder Material	0.12	1,074.00
			Sub-total	$ 79,475.50
			10% Engr. & Cont.	7,947.55
			Total	$ 87,423.05

Length of Roadway	11.712 miles
Cost per mile	$ 7,464.30

Regular Federal Aid Funds Requested	$ 46,226.91
Emergency Constr. Hwy Funds Requested	41,196.14
	$ 87,423.05

CONTRACT#1434,

123-B Unit 2, Redmond-Bend Sec. 1932

#1434

FORM 9-A-1 11964 10M 12-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

123-B

December 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

Answering your letter of December 19th, concerning the filling of cracks on the Bend paving job, I beg to advise that this was discussed very thoroughly with Mr. Baldock and Mr. Finkbiner, and both were decidedly of the opinion that it would be fatal to fill any cracks in the old pavement with cut-back asphalt. They are of the opinion that this cut-back would come up through the new pavement and will leave a stain and softness wherever the cutback had been used.

The requisite amount of asphalt is incorporated in a paving mix which would be entirely changed if a large amount of liquid asphalt were placed on the mix as a crack filler.

The specifications were changed at Mr. Baldock's suggestion and the new specification was designed by the testing laboratory, so we believe it can be used successfully.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

#1434
Des. Co.

179B

May 11, 1933

American Surety Company of New York,
John H. Burgard & Company, Agents,
273 Oak Street,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1434 for the construction of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County has been completed by the contractors, Hauser Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 20th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $18,988.54 including the final payment. Of this amount $27.38 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

April 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
APR 26 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Final inspection of Oregon Emerg.Constr. Hwy.Project E-123-B, Redmond-Bend section, The Dalles-California Highway, was made by a representative of this office on April 16, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT #23

FEDERAL AID EMERGENCY PROJECT

For Week Ending April 15, 1933

Section Redmond-Bend, Unit 2
Kind of work Grading
Highway The Dalles California
Section prefix ~~9EM~~ 123B
Contractor Hauser Construction Co.
Contract number 1434
Date of contract Nov. 10, 1933
Date of completion March 31, 1933, 193
Date work started Nov. 8, 1933
Estimated date of completion April 12, 1933
Amount of contract $ 19,270.
Per cent of time elapsed 100 %
Estimated cost of completed project, exclusive of engineering $ 19,034.11
Per cent of contract completed, based on total contract price 100 %
Engineering costs to date, $ 1617.87, ~~8.4~~ 6.1 %
Date project was completed April 12, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Tuesday, April 12. The only work done by the contractor this week was the construction of a small flume at station 719, and the removing of the forms and the back filling around the siphon boxes.

The final estimate for this project was submitted on Saturday, April 15, of this week.

APR 17 1933

C. C. Slavens

NOTED
H. D. SMITH

RECEIVED
APR 17 1933
OREGON
STATE HIGHWAY COMMISSION

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM [illegible]

COMMISSIONERS

[illegible]

ROY A. KLEIN

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.44				
Miles partially completed					
Miles completed	2.44				
Total estimated quantities	40258				
Estimated quantities moved or placed to date	40258				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

Deschutes County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	7 ✓					1 ✓	8 ✓
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair & Warm	None	
Tuesday	"	"	
Wednesday			
Thursday			
Friday			
Saturday			

FORM 3-6-1 5750 1000 1-32

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

April 10, 1933

~~Mr.~~ R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

We are enclosing herewith Price Agreement covering the corrugated culvert pipe on hand after the completion of the Hauser Construction Company Contract #1434. We are also enclosing a copy of the original invoice.

There were several changes in the original plan and a number of pipes were eliminated after the contractor had already ordered his pipe. We have a number of wooden box culverts in this district which have failed and we can make good use of this pipe. The purchase of this pipe will not increase the amount set up for the job.

Yours very truly
K. D. Lytle
Division Engineer

By
W. O. Widdows

wow/c
encls.

NK L.
State Highway Engineer

FORM 5-C-1 7527 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

123 B

March 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Resident Engineer Slavens advises that it necessary to install a 12 inch siphon pipe on Unit #2 of the Bend-Redmond Section, Contract #1434, which was not contemplated when the preliminary estimate was made.

This will necessitate 48 feet of 12" siphon pipe and 5 cubic yards of class "A" concrete at a cost of $193.70, the contractor having a unit bid on both items.

While this siphon will cause the contract price on pipe and class "A" concrete to overrun $193.70, a sufficient saving, to more than offset this amount, will be made in other contract items.

Yours very truly
K. D. Lytle
Division Engineer

By
W. O. Widdows

wow/c

NOTED
State Highway Engineer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E. 123-B

March 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

LJCaufield
By L. J. Caufield
Highway Engineer

Encl.

RECEIVED
MAR 10 1933
OREGON
STATE HIGHWAY COMMISSION

Hwy 14/20

Form P. R. 2

State Oregon

Project No. E-123, Section D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVE
MAR 1 2 1933

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of January, 1933

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 1st day of November, 1927, a revised project statement, which was approved by the Secretary on the 7th day of January, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 4th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of six thousand, three hundred fifty-nine and 10/100 dollars ($6,359.10) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 31, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1930
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 634+40 in the NE¼ Sec.8, T 17 S, R.12 E, W.M., and survey station 763+30 in the SE¼ Sec.20, T 17 S, R 12 E, W.M

, length 2.441 miles, in Deschutes County, being Section B of Oregon Federal Aid project No. E-123, consisting of 2.441 miles of roadway and no bridges, ~~[illegible]~~ o~~[illegible]~~h. known locally as the Redmond-Bend Section of The Dalles-California Highway between official control points of the same name.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that the new structure at survey station 77+60 not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of six thousand, three hundred fifty-nine and 10/100 dollars ($ 6,359.10), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, one hundred ninety-seven and no/100 dollars ($ 21,197.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of February, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

Cms

U. S. GOV 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **E-123-B** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **21,197.00** as the total estimated cost of said project, and the sum of $ **6,359.10** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of February one thousand nine hundred and Thirty-three

R. W. Dunlap
Acting Secretary of Agriculture.

123B

February 3, 1933

Mrs. O. W. B. Riley
546 - 3rd Street
Bend, Oregon

Dear Madam:

Your communication of February 1, addressed to the Honorable Julius L. Meier, Governor of the State of Oregon, has been referred to me for answer.

This department would like to have the opportunity to regrade and regravel the Bend-Redmond Road so that it would stand up under modern traffic conditions, but we do not have sufficient funds to perform this work, and in all probability will face a further reduction permitting nothing but maintenance and bond payments for the next year or so, therefore, we will not be able to give consideration to the purchase of the gravel to which you refer.

Very truly yours

State Highway Engineer

RHB:HI

referred to Mr. R. H. Baldock, State Highway
gineer, by EXECUTIVE DE TMENT

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

MRS. OVID RILEY
BEND, OREGON

123-B

Feb 1, 1933.

ON

IN REPLY PLEASE REFER TO FILE NO.

Governor Meier,

Dear Sir: –

My husband is a pioneer in this country and has paid taxes on a large ranch for about 35 years. Now we cant do it and are about to lose the place. We have a good gravel pit which the state took gravel from about 12 yrs ago and wonder if you couldn't use it again to gravel the road between Bend and Redmond so we could pay our taxes. We feel like men who came into this country and worked like the early settlers had to deserve a little

ecember
n marked
hours on
15th and
er Law.

l Emerg-
ing of
your com-
the State
t in that

ly with
ntract to
with

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
W. H. Lynch
K. B. Lytle
Sothman

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

123-B

OREGON STATE HIGHWAY COMMISSION

SALEM

February 8, 1933

In Reply Please
Refer to File No.

Hauser Construction Company,
Multnomah Hotel,

---

consideration. My husband says it is good gravel and stood up better than the gravel used toward Redmond. We would like to have you look into this right away if you can and would appreciate it no end.

Sincerely,
Mrs C.W.B. Riley
346 - 3rd St.
Bend
Oregon.

RECEIVED
FEB - 1933

FORM B-A-1 6700 7930 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

123-B

OREGON STATE HIGHWAY COMMISSION

SALEM

February 3, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Hauser Construction Company,
Multnomah Hotel,
Portland, Ore.

Gentlemen:

Your payrolls for the first half of December on the Unit #2, Redmond-Bend project shows Eric Petersen worked 14 hours on the 14th and 15th, Andy Petersen worked 14 hours on the 12th and 13th and Ray Sweet worked 14 hours on the 15th and 16th. These are violations of the eight hour State Labor Law.

This contract was let under the Federal Emergency Act for relief of unemployment. Although the working of men over eight hours may not violate the provisions of your contract as to the 30 hour per week clause it does violate the State eight hour law and goes to defeat the purpose of the act in that more men could be employed.

We must therefore insist that you comply with the State Law as well as with the provisions of your contract to the end that the maximum employment be given consistent with economical construction costs.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

NOT
State Highway Engineer

Dictated by

Chas. E. Low

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓
W. H. Lynch
K. D. Lytle
Bothman

FORM 5-A-1 6700 7900 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

173 B

February 2, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

With reference to the letter authorizing the company to clear the Redmond Bend Highway across Government land, I wish to make it more plain by this letter that we have no money to purchase any right of way and the clearing operations must be confined to strictly Government land where no right of way costs are involved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
State Highway Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

3

January 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are enclosing herewith three copies of proposed project agreement for Oregon Emergency Construction Highway Project E-123-B, for signature and return to this office. One copy of the specifications and one copy of the estimate upon which the agreement was based are also enclosed.

The small structure at Sta. 717+60 is not included in the project. The attached agreements accordingly contain a special clause concerning this structure.

A revised project statement sketch map should be submitted in triplicate to show the new location upon which the highway is to be constructed between Bend and Redmond.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encls.

RECEIVED
JAN 2[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 6-A-1 6706 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 17, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Hauser Construction Company,
Multnomah Hotel,
Portland, Ore.

Gentlemen:

We have been advised by Mr. K. D. Lytle, Division Engineer, that you have taken exception to the classification of Jackhammer operators as skilled laborers.

We do not agree with you that any strong, mentally sound, able-bodied man can become a skilled jackhammer operator within ten or twelve days. No doubt an unskilled laborer can probably learn to run a jackhammer in that length of time, but he cannot do the work as measured in feet drilled per day, care of machine, etc.

It is therefore our opinion and that of the Bureau of Public Roads that a man having had experience in operating a jackhammer should be classed as a skilled laborer and so paid. The hiring of skilled jackhammer operators and paying them at the 50¢ rate is an evasion of the contract and we must insist that all skilled laborers be so classified and paid accordingly.

However it is agreeable to us if you so desire to take unskilled men and use them as jackhammer operators, but they should be classed as unskilled jackhammer operators. A note explaining the reason for classification and rate should accompany the payroll.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by
Chas. E. Low

By

H. G. Smith,
Construction Engineer.

CC to

R. H. Baldock ✓
W. H. Lynch
K. D. Lytle
Cl C. Slavens

January 16, 1933

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H.G. Smith

Dear Mr. Baldock:-

In reply to your letter of January 11th in regard to classification of jackhammer operators, we wish to state that we class these men as skilled laborers on all of our projects. However, we do not require you to do this if you feel that they should be classed as unskilled labor.

We do take exception to the statement that any man can operate a jackhammer if some one shows him where to drill. On one of our projects records were kept on skilled operators of jackhammers as compared to unskilled operators. It was found that the skilled men averaged 35 feet per day while the unskilled operators averaged 17 feet per day. This shows that it would be to the advantage of the contractor to use skilled men. If it is the intention of the contractors to hire men skilled in this work and then class them as unskilled it will be an evasion of the contract. If the contractors are willing to take the men from the County Lists and train them we have no objections.

Please let us know what your final decision on this matter is so that we may check the payrolls accordingly.

Very truly yours,

W.H. LYNCH
District Engineer

By L.J. Caufield
Highway Engineer

fwh
cc: FA

123-B

January 7, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

In reply to the inquiry contained in your letter of December 13th, regarding the 6-foot slab bridge to be constructed on the Redmond-Bend Section, Project No. E-123-B, at Station 717+30, please be advised that we do not plan to build this structure until the remaining roadway on the new alignment between Redmond and Bend has been improved. This procedure appears desirable for the reason that the new road will not be travelled until the adjacent section is improved and for the further reason that it will be possible at that time to construct all drainage structures on the new roadway, under one contract.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Bash/EB.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In connection with Oregon Emergency Construction Highway Project E-123-B, Redmond-Bend section of The Dalles-California Highway, we note from the plans that a 6' slab bridge is planned for Sta. 717+50.

As the estimate does not cover this item, it will have to be claimed as a contingency on the final voucher. We believe this is the best way to handle the matter as delay incident to submitting a revised estimate is thereby avoided.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCanfield
L. J. Canfield
Highway Engineer

#1434

123 B

November 26, 1932

Union Oil Company,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of November 18th concerning the Hauser Construction Company.

Please be advised that the above firm have contract No. 1434 which is known as the Redmond-Bend Section of The Dalles-California Highway in Deschutes County consisting of 2.4 miles of grading. The amount of this contract is $19,370.00 and the completion date is March 31, 1933. The bond was furnished by the American Surety Company of New York for whom John H. Burgard & Companywho have offices at 275 Oak Street, Portland, are resident agents.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

Nov. 16, 1932.

RECEIVED
NOV 17 1932
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: HAUSER CONSTRUCTION COMPANY
Bonded Job, Bend-Redmond Highway

We have been advised that the Hauser Construction Company has been awarded a bonded job working on the Bend-Redmond Highway.

We are contemplating making deliveries to subject of merchandise to be used on this particular job and desire the following information. Kindly furnish us the job number and complete description of this job, also the amount of job together with the approximate date of completion. We would also like to know the name of the bonding company, the amount of the bond together with the local agent's name and address who wrote the bond. For your convenience in replying and inclosing this information, you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Wyer
District Manager.

LC:R

Inc. 1

123B

November 26, 1932

Hauser Construction Company
% Multnomah Hotel
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Redmond-Bend Section of The Dalles-California Highway in Deschutes County.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering Unit 2, Redmond-Bend Section, Project No. E-123-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ME.

Encl.

Oregon State Highway Department.

Emergency Construction
Hwy. Proj. No. E-123-B.

UNIT NO. 2, REDMOND-BEND SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

All Required		Clearing and Grubbing		$ 350.00
6,000	cu. yds.	Common Excavation	$ 0.17	1,020.00
15,000	" "	Solid Rock Excavation	0.80	12,000.00
27,000	" "	Borrowed Sub. Matls. in Place	0.17	4,590.00
24,000	yd. sta.	Overhaul	0.015	360.00
7	cu. yds.	Class "A" Concrete	30.00	210.00
500	lin. ft.	18" Corr. Iron Pipe	1.25	625.00
100	" "	12" " " Siphon Pipe	1.15	115.00
		Sub-total		$19,270.00
		10% Engr. & Cont.		1,927.00
		Total..........		$21,197.00

Length 2.441 miles

Cost per mile $ 8,683.73

Regular Federal Aid Funds Requested	$ 6,359.10 (30%)
Emergency Construction Hwy. Funds Requested	14,837.90
	$21,197.00

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.
" " " Maint.: Chap. 41, laws 1927.

Oregon State Highway Department

Emergency Constr. Highway
Project No. E-123-B

REDMOND-BEND SECTION OF THE DALLES-CALIFORNIA HIGHWAY

IN DESCHUTES COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 26, 1932.

All Required		Clearing and Grubbing		$ 100.00
6,000	cu. yds.	Common Excavation	$ 0.30	1,800.00
15,000	cu. yds.	Solid Rock Excavation	0.80	12,000.00
27,000	yd. mi.	Borrowed Emb. Materials in Place	0.30	8,100.00
24,000	yd. sta.	Overhaul	0.03	720.00
7	cu. yds.	Class "A" Concrete	25.00	175.00
500	lin. ft.	18" Culvert Pipe	2.00	1,000.00
100	lin. ft.	12" Siphon Pipe	1.50	150.00
			Sub-total	$ 24,045.00
			10% Engr. & Cont.	2,404.50
			Total	$ 26,449.50

Length	2.441 miles
Cost per mile	$10,835.51

Regular Federal Aid Funds Requested	$ 7,934.85
Emerg. Constr. Highway Funds Requested	18,514.65
	$ 26,449.50

October 28, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Redmond-Bend Section, Project No. E-123-B. Five sets of blueprint plans, one set of original cross-sections and five bid proposals for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/ER.

Encl.

PR128B

Division Engineer's
Estimate of Cost of Grading
Unit # 2, Redmond-Bend Section
The Dalles-California Highway

Clearing & Grubbing	All			$300.00
Common Excavation	6000 cu.yds.	@	$0.20	1200.00
Solid Rock Excavation	15,000 " "	@	.90	13500.00
Borrowed Embankment Mtls. in Place	27,000 " "	@	.18	4860.00
Overhaul	24,000 sta.yd.	@	.02	480.00
Class "A" Concrete	7 cu.yds.	@	25.00	175.00
18" Culvert Pipe	500 lin.ft.	@	1.50	750.00
12" Siphon Pipe	100 " "	@	1.40	140.00
				$21,405.00
Engineering & Contingencies				2,145.00
				$23,550.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 4, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-123-D, Bend-Redmond section, The Dalles-California Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

FORM 2-C-1 4603 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

GR 123-B

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November [illegible], 1932

Mr. J. M. Devers, Attorney,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Mr. Widdows is writing you a final report on the right of way negotiations which covers the land necessary for the construction of the 2.4 miles on The Dalles California Highway just north of Bend. He has been able to secure options on all the property except a tract owned by Ada A. Huntington who is an absentee owner with whom he has not been able to reach. The taxes on this property are delinquent for four years. The Huntington land is probably not worth over $5.00 per acre as the taxes on the 80 acres is only $6.50 per year.

I believe prices set forth in the option are fair and I would unhesitatingly recommend that the options be taken up at once.

We have promised Mr. Anderson and Mrs. Alt that we would do our best to expedite the payment and anything you can do to help will be greatly appreciated by this office.

If there is any additional information you require in regard to the title or description please advise.

Yours very truly,

K. D. Lytle,
Division Engineer.

KDL:E
cc Mr. H. G. Smith.
cc Mr. R. H. Baldock.

RECEIVED
NOTED
- 1932
State Highway Engineer

Redmo[illegible] Bend 123-B
South Unit.

Items	Unit	Quantities	Unit Price	Amount
Clearing + Grubbing	All	-	-	250.00
Excavation Common	Cu. Yd.	23000	.20	4,600.00
" Solid Rock	"	44000	.60	26,400.00
" Borrow	"	81000	.40	32,400.00
Overhaul	Sta. Yd.	93000	.03	2,790.00
Class "A" Concrete	Cu. Yd.	160	25.00	4,000.00
Cement Rubble Masonry	"	290	10.00	2,900.00
Lumber + Timber	M.F.B.M.	25	45.00	1,125.00
Metal Reinforcement	lbs.	2700	.06	162.00
Rip Rap	Cu. Yds.	250	1.50	375.00
12" Culvert Pipe	Lin. Ft.	390	1.00	390.00
18" " "	"	920	1.50	1,380.00
24" " "	"	—		
12" Siphon "	"	150	2.00	300.00
18 " "	"	60	2.50	150.00
				$77,222.00
		Engineering		7728.00
				$84,950.00

Aug 17 1932

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OMMISSIONERS
IE M. SCOTT, CHAIRMAN, PORTLAND
G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

August 17, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Please request Mr. Lytle to complete the data for the location of the Redmond-Bend road and send this information in to the Salem office at his very early convenience.

Very truly yours

RHBaldock

State Highway Engineer

RHB:HI

cc Robert W. Sawyer
K. D. Lytle

RECEIVED
AUG 18 1932
CON

SSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

RECEIVED
AUG 15 1932
OFFICE OF
CONSTRUCTION ENGINEER

August 11, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 15 1932
OREGON
STATE HIGHWAY COMMISSION

Attention Mr. H. G. Smith

Dear Sir:

In accordance with your request I am submitting herewith the Special Provisions for the South Unit of the Redmond-Bend Section of The Dalles-California Highway.

I suggest that you see Mr. Paxson regarding the bridge on this unit as he made an inspection of all the sites but never turned in a report of his findings to this office. I believe he had in mind several changes and it is probable that our estimate of quantities, in as far as they pertain to the quantities in the bridges, will have to be changed. He wrote on October 28, 1931, asking if we could make a decision as to whether or not it would be necessary to construct a cattle pass at station 717+55. The matter of construction was dropped and I do not believe that Mr. Paxson's letter was ever answered. As the construction of a cattle pass would be a right of way consideration I do not believe that we can settle the matter at this time but my suggestion would be that the bridge be planned large enough to answer the purpose of a cattle pass and we could then cut it down if we could get by without it. However, as this man runs a dairy and the road will cut his place in two, I think we should plan on putting one in at this time.

In the original estimate, Mr. Gould had an item of "Earth Cushion" which I have eliminated as our new contracts provide that the contractor shall cover all rock cuts with some sort of cushion. The quantities under this item have been added to the common excavation.

In considering the question as to which of the two units, I thought there was not much choice but that of the two the south one was a little the better as one could use it in conjunction with the Deschutes-Pleasant Ridge Market Road. For your information, a sketch map is included herewith. Another advantage of this unit is that it is closer to Bend where the largest amount of unemployed labor lives, than is the other section. At that, the project will never amount to much until both sections are built.

As you may not be familiar with the details of this location, I am sending you a report submitted by Mr. Gould at the conclusion of the location.

It seems to me that this would make a fine project on which hand labor and teams could be used economically. The haul on the rock is not long and the side borrow could be done nicely with teams. The road it would replace is poor and it is only a matter of time until this section will have to be built.

Yours very truly
K. D. Lytle
K. D. Lytle
Division Engineer

kdl/c
encls.
cc S. H. Probert.

Special Provisions

South Unit Redmond-Bend Section

The Dalles-California Highway

6.30 Miles of Grading

Description of Work:

The work to be done under this contract consists of the grading of 6.30 miles of the South Unit of the Redmond-Bend Section of The Dalles-California Highway.

The north end of the project is at station 459+90, which station is about ½ mile west of the town of Deschutes, the south end of the project is at station 792+568, which station is at the north city limits of the City of Bend.

Date of Completion:

The work to be done under this contract shall be completed not later than May 31, 1933.

Methods of Construction:

The principal reason for the construction of this project at the present time is to give work to as many men as possible and for that reason the method of performing the construction work shall be as follows:

Between the following points, Station 765+00 to Station 792+56.8, the contractor will, on account of the inconvenience to the traveling public, be allowed to use a power shovel or mechanically powered fresnoes in order not to have the highway under construction for too long a period of time. ~~The contractor will also be allowed to use a tractor to pull trees during the clearing operations.~~ X

On all other parts or sections of the work the use of power shovels, tractors, hydraulic fresnoes or any other types of mechanically powered dirt or rock moving devices will not be permitted to be used in the grading except that it will be permissable to use mechanically compressed air to drive the rock drills. The use of teams and trucks will be permitted in the construction of the entire project.

Clearing and Grubbing:

The standard specification for clearing and grubbing as given in section 7 of the standard specification form shall apply except as supplemented and qualified by the provision which follows:

Areas to be Cleared and Grubbed:

The clearing and grubbing work to be performed for the lump price bid for "Clearing and Grubbing" shall be the clearing and grubbing of only such areas as are to be occupied by embankments, borrow pits, irrigation ditches, roadbed excavations and excavations for culverts and drains.

Excavation and Embankment Construction.

Specifications:

The standard specification for "Earthwork" as given in section 8 of the standard specification form shall apply on this project, except as supplemented and qualified by the provisions which follow:

Classification:

All the materials excavated within the roadbed section shall be classified on the two classification basis as given in section 8 of the standard specification form.

All the borrow materials taken outside of the standard section shall be classified and paid for as "Side Borrow". Payment for "Side Borrow" at the price bid shall be understood to cover all necessary haul and no extra allowance will be made for the hauling of these materials even though it is necessary for the contractor to haul the materials farther than the usual 300 feet free haul distances. The extra widths of right of way which will be acquired by the state for borrow pits are indicated at the top of the profile. The contractor will be expected to take all of his borrow materials from within the right of way. All of the side borrow will be measured in the embankment and shall include only such quantities as are within the limits of the neat embankment cross section as staked. They shall not include the materials that are added to provide extra width or extra height for settlement, which are called for by the standard specification and which are to be provided as specified.

The irregular line below the ground line on the profile was plotted from soundings taken along the center line and represents the approximate top of bed rock. The small dots indicated in the profile indicate the results of soundings for borrow pits, those shown on the even station or station plus fifty posidition indicate the depth of borrow on the center line. Those shown at positions of 5, 10 or 15 feet to the right or left of the station or station plus fifty position indicate the depth of borrow 50 feet, 100 feet or 150 feet right or left respectively.

This information was placed on the profile for the convenience of the engineer in making his preliminary classification and the contractor, in using this information, does so at his own risk as the state does not guarantee the accuracy or correctness of the information.

Pipe Culverts and Siphons:

Bidders are requested to submit alternate bids on the concrete and corrugated iron types of culvert pipes and siphons under the proper items on the bid sheets.

Miscellaneous Provisions.

The contractor will not be allowed to waste any of the rock taken from the cuts as all of it must be used in the fills. In order to assure that there is sufficient room in the fills for this rock the contractor shall not start borrowing materials for fills adjacent to ruck cuts until enough of the rock has been excavated to enbable the engineer to definitely determine where the haul breaks will be located.

Drainage of Borrow Pits:

In the event that it is necessary to excavate any solid rock in the side borrow pits in order to drain through the rock so excavated it will be paid for as Solid Rock Excavation. No rock in these pits shall be excavated except upon written order of the engineer.

Bid Quantities

South Unit Redmond-Bend Section

The Dalles-California Highway

Item	Net Quantities	Extra Allowance	Total Quantities
Clearing & Grubbing			
Common Excavation	20,456	2,544	23,000
Solid Rock Excavation	40,236	3,764	44,000
Side Borrow Excavation	74,094	6,906	81,000
Overhaul	83,813	8,187	93,000
Class "A" Concrete	142	18	160
Cement Rubble Masonry	265	25	290
Lumber & Timber	23.2	1.8	25
Metal Reinforcement	2,409	291	2,700
Rip Rap	225	25	250
12" Culvert Pipe	351	39	390
18" Culvert Pipe	836	84	920
24" Culvert Pipe			
12" Siphon Pipe	135	15	150
18" Siphon Pipe	50	10	60

CONTRACT#1436,
1483,1579,

PR 53-A Canby-Aurora Sec. 1932

1436, 1483, 1579

53-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

RECEIVED
APR 1 1936

April 3, 1936

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 53-A, Canby-Aurora Section, Pacific Highway, ______________________, was made by a representative of this office on March 27, 1936. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Zo-

July 19, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of July 17th, we are enclosing herewith three copies of easements covering the encroachments upon the Southern Pacific Company's right of way made by the roadway on Project No. E-53-A. We are, likewise, sending under separate cover, four blueprint copies of sheet No. 4 of the plans for the reason that those which you now have do not show correctly the railroad right of way line adjacent to the highway between Sta. 108+50 and Sta. 114.

Reference is made to the inquiry contained in the last paragraph of your letter concerning a statement of overruns and underruns for this project as well as projects E-7 and E-132-E. We regret the delay in submitting this information which has been requested from the Resident Engineers on the projects. However, we have been advised that it will be furnished by them in the next few days and we will, accordingly, send it to your office at the earliest possible date.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

July 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher submitted for Oregon E.C.H.Project E-53-A, we find that we have not received copiesof easements covering encroachments on the Southern Pacific railroad's right of way as provided by the project agreement.

As the final voucher cannot be recommended for payment until copies of the easement have been received, will you please forward them as soon as possible.

We have not received the explanation of overruns and underruns mentioned in your letter of June 26, transmitting this and other vouchers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Non

#1579

PR-53

May 29, 1934

United States Fidelity & Guaranty Company,
G. B. Bakles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1579 for the construction of the Canby-Molalla River Section of the Pacific Highway in Clackamas County has been completed by the contractors, Northwest Roads Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 8th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $35,284.00 including the final payment. Of this amount $405.92 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

EG

#1579

nrm 53

May 19, 1934

United States Fidelity & Guaranty Company,
E. B. Hoklen, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to the Northwest Roads Company on Contract No. 1579 for the construction of the Canby-Molalla River Section of the Pacific Highway in Clackamas County. This payment will be made on or after May 29, 1934.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 338—5M—3-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 12, 1924, *193*

Section Canby -Molalla River

Kind of work Grading and Concrete Paving

Highway Pacific

Section prefix 3 PS 5-3

Contractor Northwest Roads Co.

Contract number 1579

Date of contract Jan. 6, 1934, *193*

Date of completion June 30, 1934, *193*

Date work started Feb. 1, 1934, *193*

Estimated date of completion May 8, 1934, *193*

Amount of contract $ 34,836.00

Per cent of time elapsed Completed %

Estimated cost of completed project, exclusive of engineering $ 35,262.10

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2090.16, %

Date project was completed May 8, 1934, *193*

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On May 8 Northwest Roads Company completed their contract and their work accepted.

On the 12th Final estimate for this job was sent to the Salem office.

On the 11th State paving plant started laying bituminous connection between the north end of the new concrete and the present bituminous road to the north. On the 12th Division Engineer Chandler O.K.ed on the ground the overlapping of the new pavement four feet from the westerly edge of the old bituminous section. This was done in order to build up the west edge of the old section as it was about one inch too low to make a good connection with the new work.

RECEIVED
MAY 15 1934
OFFICE OF
DIVI[illegible]

RECEIVED
MAY 14 1934
[illegible]

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.011				1.011
Miles partially completed					
Miles completed	1.011				1.011
Total estimated quantities	7114				13996
Estimated quantities moved or placed to date	7114				13996
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1 man 1 day				

Percentages of men employed on contract to be secured from:

Clackamas County, 100 %; .... County, ... %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	1						1
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	"		
Tuesday	"		
Wednesday	Fair		
Thursday	"		
Friday	"		
Saturday	"		

53

Form [illegible]

OR N STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 14, 1934

Section Canby - Molalla River

Kind of work Grading and Concrete Paving

Highway Pacific

Section prefix 3 PS

Contractor Northwest Roads Co.

Contract number 1597 1579

Date of contract Jan. 6, 1934

Date of completion June 30, 1934

Date work started Feb. 1, 1934

Estimated date of completion June 30, 1934

Amount of contract $ 34,836.00

Per cent of time elapsed 60 %

Estimated cost of completed project, exclusive of engineering $ 35,297.00

Per cent of contract completed, based on total contract price 90 %

Engineering costs to date, $ 1320 %

Date project was completed

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Northwest Roads Co. finished paving under this contract on the 11th.

On advise from the testing engineer on the 14th full width pavement at the north end of the Molalla River bridge was opened for traffic.

This contract is now completed except for shoulders and the necessary dressing up of the job.

Material inspector H. S. Mann has been transferred to the Milwaukie contract and Ward Hawkins to the 4th street work thus leaving Clinefelter to look after placing of shoulder material

RECEIVED
APR 16 1934
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

RECEIVED
APR 16 1934

Signed F. T. Young

Address Oregon City, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

R. H. BALDOCK
STATE HIGHWAY ENGINEER

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.011				1.011
Miles partially completed	1.011				1.011
Miles completed	1.011				1.011
Total estimated quantities	7500				14000
Estimated quantities moved or placed to date	7500				14000
Average daily quantities					550
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	72				

Percentages of men employed on contract to be secured from:

Clackamas County, 100 %; .... County, ... %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clackamas COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	68					2	70
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 2, Rollers 1, Mixers 1, Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

FORM S-A-1 10102 10M 7-33

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 30, 1934.

IN REPLY PLEASE REFER TO FILE NO.
3 PS

Northwest Roads Company,
P. O. Box 5072,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of March 23rd relative to the claim presented by the Union Oil Company for loss of gasoline when you plowed up their pipe line at Canby.

We have been advised by Mr. J. W. DeSouza, assistant attorney, that Mr. Ace Meyer, the representative of the Seattle district of the Union Oil Company, has informed him that they would withdraw the claim in the amount of $11.05, thereby releasing your company of any further liability in connection therewith.

Yours very truly,

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. S. H. Probert
Mr. J. W. DeSouza
Mr. F. T. Young

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon E-53-A

POST OFFICE BUILDING
PORTLAND, OREG.

March 21, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~[illegible]~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Appr 14123

Oregon Emergency Construction
Highway project No. E-53, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on January 25, 1933, by the Oregon State Highway Commission, and on March 6, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. E-53, Section A; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said Section A to provide for the reconstruction on revised alignment of that portion of Federal Aid Project 53 between survey stations 0+00 and 5+72.8, thereby increasing the length of said Section A from 2.463 miles to 2.571 miles; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from $50,968.22 to $53,369.78, and that the Federal funds approved and set aside to the credit of said Section A be increased from $15,290.46 to $23,500.00:

NOW, THEREFORE, It is hereby mutually agreed by and between the said State Highway Commission and the Secretary of Agriculture that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of twenty-three thousand, five hundred and no/100 dollars ($23,500.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said plans, surveys and specifications:

"Between survey station 177+92.3 at the southwesterly end of Federal Aid Project No. E-132, Section E, at the town of Canby, and survey station 197+81.7 in the S.E. 1/4 of Sec. 12, T. 4 S., R. 1 W., W.M., at the east end of the bridge across Pudding River (excepting therefrom the portion between survey stations 183+64.0 = 5+72.8, and 67+02.7), length 2.571 miles, in Clackamas County, being Section A of Oregon Federal Aid project No. E-53, consisting of 2.571 miles of roadway and no bridges of more than 20 ft. clear span, known locally as the Canby - Aurora section of the Pacific Highway, between official control points Portland and Albany."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-three thousand, five hundred and no/100 dollars ($23,500.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-three thousand, three hundred sixty-nine and 78/100 dollars ($53,369.78), the approved total estimated cost of Section A of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 30th day of January, 1934, and the Secretary of Agriculture on the 8 day of March, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission

By ______________________
Member, State Highway Commission

By ______________________
Member, State Highway Commission

Secretary of Agriculture

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

Oregon Emergency Construction
Highway project No. E-53, Section A.

ROADS
FEB 2 1934
PORTLAND, ORE.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible]-53-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $[illegible] in lieu of the $15,290.46 approved by Certificate of Mar. 6, 1933, as the total estimated cost of said project, and the sum of $[illegible],500.00 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8 day of March one thousand nine hundred and thirty-four

~~Secretary of Agriculture~~

~~Secretary of Agriculture.~~

Acti ief, Bureau of Public Roads.

Form 233—4M—3-33.

OR N STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Feb.17,1934

Section Canby-Molalla River

Kind of work Grading & Paving

Highway Pacific

Section prefix 3 PS 53

Contractor Northwest Roads Co.

Contract number 1597 1579

Date of contract January 6,1934

Date of completion June 30,1934

Date work started February 1,1934

Estimated date of completion June 30,1934

Amount of contract $ 34,836

Per cent of time elapsed 25 %

Estimated cost of completed project, exclusive of engineering $ 34,836

Per cent of contract completed, based on total contract price 6 %

Engineering costs to date, $ 300.00 , %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor finished removing old pavement at the north end of the Molalla bridge on the 14th. This has all been hauled south to be used as fill protection. The balance of the week contractor had shovel excavating in cut at north end of Molalla river bridge. This material was hauled north into fills near the Union Oil plant.

On the 16th.sent revised price agreement to Northwest Roads for prices in placing concrete base for water tank at Canby . The first prices they submitted were considered to high.

F.T.Young.

RECEIVED
[illegible] 1934

RECEIVED
FEB 19 1934
OFFICE OF
CONSTRUCTION ENGINEER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.011				1.011
Miles partially completed					
Miles completed					
Total estimated quantities	8500				14000
Estimated quantities moved or placed to date	3000				none
Average daily quantities	300				
Average daily quantities necessary to complete project on time					
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	36				

Percentages of men employed on contract to be secured from:

Clackamas County, 100 %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	24				xx 3	3	30
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons					3		3
Men and tractors					1		1

Equipment used during week: Shovels 1, xxxx Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Cloudy		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

TWM 53

February 13, 1934.

Mr. F. P. Young, Resident Engineer,
Oregon State Highway Commission,
Oregon City, Oregon.

Dear Sir: SUBJECT: CONTRACT NO. 1579.

In connection with the above numbered contract, which is grading and paving Canby-Molalla Section of Pacific Highway, a portion of Portlandcement concrete pavement we have removed contains steel reinforcing. The limits of this section are Station 58 p 10 and Station 59 p 00.

We have not gone into the matter thoroughly, but believe under our contract it may be possible we are entitled to extra compensation. We are bringing this matter to your attention for consideration.

Very truly yours,

NORTHWEST ROADS COMPANY

By Theodore Shoemaker
President.

TS:E

CC. R. H. Baldock, Salem. ✓
H. G. Smith, Salem.
A. J. Horton, Northwest Roads Company.
W. E. Chandler Salem.

January 29, 1934

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Canby Section, Project No. NRH-53.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

E. L. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department National Recovery Project

CANBY SECTION OF THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 24, 1934

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM-53

40' Portland Cement Concrete Pavement (Sta. 5+72.8 to 28+72.4)

All Required		Clearing and Grubbing		$ 60.00
620	cu. yds.	Excavation, Single Classification	$ 0.40	248.00
790	yd. sta.	Overhaul	0.05	39.50
2,130	yd. mi.	Truck Haul	0.20	426.00
70	sq. yds.	Pavement Removal & Sloping Pavement	0.50	35.00
66	lin. ft.	12" Concrete Pipe	1.25	82.50
6,300	sq. yds.	Portland Cement Concrete Pavement	1.69	10,647.00
750	only	Dowels	0.20	150.00
2,830	lin. ft.	Contraction Joints	0.03	84.90
1,000	" "	3/4" Expansion Joints	0.17	170.00
2,110	lbs.	Tie Bars and Metal Reinforcement	0.06	126.60
225	cu. yds.	Sand Cushion	1.30	292.50
690	" "	Base Course Shoulders	1.20	828.00
300	" "	Top Course Shoulders	1.50	450.00
85	" "	Filler	0.40	34.00
40	yd. mi.	Hauling Filler	0.20	8.00
		Sub-total		$ 13,682.00
		10% Engr. & Cont.		1,368.20
		Total		$ 15,050.20

Length 0.435 mile
Cost per mile $ 34,598.16

20' Portland Cement Concrete Pavement (Sta. 32+70 to 35+90) (Sta. 37+25 to 48+90)

All Required		Clearing and Grubbing		$ 30.00
1,080	cu. yds.	Excavation, Single Classification	$ 0.40	432.00
3,210	yd. sta.	Overhaul	0.05	160.50
570	yd. mi.	Truck Haul	0.20	114.00

3,550	sq. yds.	Portland Cement Concrete Pavement	$ 1.69	$ 5,999.50
200	only	Dowels	0.20	40.00
1,770	lin. ft.	Contraction Joints	0.03	53.10
300	" "	1" Expansion Joints	0.20	60.00
1,360	lbs.	Tie Bars and Metal Reinforcement	0.06	81.60
125	cu. yds.	Sand Cushion	1.30	162.50
450	" "	Base Course Shoulders	1.20	540.00
190	" "	Top Course Shoulders	1.50	285.00
55	" "	Filler	0.40	22.00
30	yd. mi.	Hauling Filler	0.20	6.00
			Sub-total	$ 7,986.20
			10% Engr. & Cont.	798.62
			Total	$ 8,784.82

Length 0.281 mile
Cost per mile $ 31,262.70

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH-53

20' Portland Cement Concrete Pavement
(Sta. 28+72.4 to 32+72) (Sta. 35+90 to 37+28) (Sta. 48+90 to 65+25.1)

All Required		Clearing and Grubbing		$ 60.00
6,800	cu. yds.	Excavation, Single Classification	$ 0.40	2,720.00
1,300	yd. mi.	Truck Haul	0.20	260.00
2,930	sq. yds.	Pavement Removal & Slope Paving	0.50	1,465.00
34	lin. ft.	12" Concrete Pipe	1.25	42.50
60	" "	15" Corr. Iron Pipe	2.00	120.00
2	cu. yds.	Class "C" Concrete	25.00	50.00
4,150	sq. yds.	Portland Cement Concrete Pavement	1.69	7,013.50
250	only	Dowels	0.20	50.00
2,100	lin. ft.	Contraction Joints	0.03	63.00
400	" "	1" Expansion Joints	0.20	80.00
2,530	lbs.	Tie Bars and Metal Reinforcement	0.06	151.80
150	cu. yds.	Sand Cushion	1.30	195.00
460	" "	Base Course Shoulders	1.20	552.00
210	" "	Top Course Shoulders	1.50	315.00
60	" "	Filler	0.40	24.00
30	yd. mi.	Hauling Filler	0.20	6.00
			Sub-total	$ 13,167.80
			10% Engr. & Cont.	1,316.78
			Total	$ 14,484.58

Length	0.371 mile
Cost per mile	$ 39,041.99

SUMMARY OF FUNDS EXPENDED

National Recovery Municipal Funds:-		
	40' Pavement	$ 15,050.20
	20' "	8,784.82
		$ 23,835.02
National Recovery Highway Funds:		$ 14,484.52
	Total	$ 38,319.54

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Jan, 20, 193 7. m. 53

H. B. G.

Devers wants to look something up in regard to the officers of a corporation and said to send the Northwest Roads Co. contracts No. 1579 on thru and he would advise us later in connection with the signing of the Treas, and Secretary.

The bond on both the above contract and No. 1581 - Birkemeier & Saremal are O. K.

J. McF,

Herewith are enclosed six copies of estimate as basis for modified agreement for the Molalla River-Aurora Section, Project No. 1-53.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bach/GS

Encl.

December 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Molalla River-Aurora Section, Project No. E-53.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-53

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1933

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:

Final Cost on Roadway	$ 83,294.97
Federal Aid paid	20,767.24

Length of Roadway, original 2.560 mi; revised 2.525 mi.

Cost per mile on original length, $32,537.09; on revised length $32,988.10

Federal Aid paid per mile on original length $8,112.20; on revised length $8,224.64

Part on which no additional work is to be done:

Final Cost on Roadway	$ 34,391.72
Federal Aid paid	8,574.60

Length of Roadway, 1.057 miles

Cost per mile on orig. length $32,537.09

Federal Aid paid per mile on orig. length $8,112.20

SUMMARY OF COMPLETED WORK

Total Cost, all completed work	$ 117,686.69
Total length of Roadway, original 3.617 miles; revised 3.582 mi.	
Total Federal Aid paid, all completed work	$ 29,341.84

TYPE I ROADWAY, CEMENT CONCRETE PAVEMENT

Original Project, (Sta. 67+02.7 to Sta. 195+18)

All Required		Clearing and Grubbing		$ 856.84
63,900	cu. yds.	Excavation, Single Classification	$0.24	15,336.00
37,400	yd. sta.	Overhaul	0.02	748.00
19,000	yd. mi.	Truck Haul	0.11	2,090.00
9	cu. yds.	Class "C" Concrete	20.00	180.00

20	lin. ft.	12" Concrete Pipe	$ 1.20	$ 24.00
100	" "	18" " "	2.00	200.00
40	" "	30" " "	4.50	180.00
40	" "	36" Corr. Galv. Iron Pipe	3.00	120.00
2,000	sq. yds.	Removal of Old Concrete Pavement	0.40	800.00
7,800	" "	Portland Cement Concrete Pavement	1.60	12,480.00
4,500	" "	Concrete Widening Strips	2.00	9,000.00
600	lin. ft.	Expansion Joints	0.25	150.00
4,000	" "	Contraction Joints	0.04	160.00
400	only	Dowels	0.25	100.00
12,000	lbs.	Tie Bars and Reinforcement	0.05	600.00
50	cu. yds.	Screened Gravel in Surfacing	1.15	57.50
70	" "	Crushed Gravel in Surfacing	1.15	80.50
720	" "	Screened Gravel in Shoulders	1.25	900.00
530	" "	Crushed Gravel in Shoulders	1.25	662.50
160	" "	Filler	0.30	48.00
240	yd. mi.	Filler Haul	0.11	26.40
			Sub-total	$ 44,887.74
			10% Engr. & Cont.	4,488.77
			Total	$ 49,376.51

Extension of Original Project (Sta. 195+18.0 to Sta. 197+61.7)

All Required		Clearing and Grubbing		$ 16.31
100	cu. yds.	Excavation, Single Classification	$ 0.24	24.00
400	yd. sta.	Overhaul	0.02	8.00
400	sq. yds.	Removal of Old Concrete Pavement	0.40	160.00
700	sq. yds.	Portland Cement Concrete Pavement	1.60	1,120.00
40	lin. ft.	Expansion Joints	0.25	10.00
400	" "	Contraction Joints	0.04	16.00
60	only	Dowels	0.25	15.00
200	lbs.	Tie Bars and Reinforcement	0.05	10.00
30	cu. yds.	Screened Gravel in Shoulders	1.25	37.50
20	" "	Crushed Gravel in Shoulders	1.25	25.00
10	" "	Filler	0.30	3.00
20	yd. mi.	Filler Haul	0.11	2.20
			Sub-total	$ 1,447.01
			10% Engr. & Cont.	144.70
			Total	$ 1,591.71

Length of orig. proj. (Sta. 67+02.7 to 195+18.0)	2.417 miles (revised)
" " extension (Sta. 195+18.0 to 197+61.7)	.046 miles
Cost per mile new work (Sta. 67+02.7 to 195+18.0)	$ 20,422.84
" " " " " (Sta. 195+18 to 197+61.7)	$ 34,602.39

TYPE II ROADWAY, ASPHALTIC CONCRETE PAVEMENT (PAVING PROJECT "A")

Sta. 185+64 to Sta. 177+88.5 (Revised stationing)

All Required		Clearing and Grubbing		$ 17.24
70	cu. yds.	Excavation, Single Classification	@ 0.40	28.00
600	" "	Earth Borrow	0.40	240.00
500	yd. mi.	Truck Haul	0.13	65.00
40	lin. ft.	12" Concrete Pipe	1.25	50.00
100	" "	Salvaging Drain Pipe	0.40	40.00
200	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	380.00
20	" "	3/4" - 0" Crushed Gravel Screenings	2.00	40.00
50	" "	Filler	0.40	20.00
100	yd. mi.	Filler Haul	0.15	15.00
100	tons	Class "A" Asphaltic Concrete	4.97	497.00
120	"	" "B" " "	4.80	576.00
30	"	" "C" " "	5.00	150.00
1,300	sq. yds.	Surface Finish Coat	0.05	65.00
			Sub-total	$ 2,183.24
			10% Engr. & Cont.	218.32
			Total	$ 2,401.56

Length 0.108 mile
Cost per mile $ 22,236.66

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds	State Funds
Type I Roadway				
Cement Concrete Pavement,-Orig. Proj.	$49,376.51	$21,741.67	$24,979.79	$2,655.05
-Extension	1,591.71	700.89	805.23	85.59
	$50,968.22	$22,442.56	$25,785.02	$2,740.64
Type II Roadway				
Asphaltic Conc. Pavement	$ 2,401.56	$ 1,057.44	$ 1,214.98	$ 129.14
	$53,369.78	$23,500.00 (44.032%)	$27,000.00 (50.590%)	$2,869.78

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance; Chap. 41, laws 1927

Nim 53

January 9, 1934

Northwest Roads Company
Craig & Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 1979 which was awarded to you by the State Highway Commission on January 6 for the grading and paving of the Canby-Molalla River Section of the Pacific Highway in Clackamas County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

Secretary

AJ

January 9, 1934

Northwest Roads Co.
Craig and Warren Roads
P. O. Box 5072
Portland, Oregon

Gentlemen:

For use in connection with the Canby-Molalla River grading and paving project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, 836 S. W. First Avenue, Portland, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MK

Encl.

cc Mr. W. E. Chandler

cc Mr. F. T. Young

January 9, 1934

Mr. F. T. Young, Resident Engineer
Oregon State Highway Commission
Oregon City, Oregon

Dear Sir;

On the day that work is started on the Northwest Roads Company contract for the grading and paving of the Canby-Molalla River Section of the Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, wording your telegram as follows;

Work started today NRM-55, if work is started first on the section within the city, or NRH-55 if work is started first on the section outside the city. Mr. Lynch should be notified by letter when work is commenced on the project not reported first.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the work.

On the day that work is completed on the project, you will also wire Mr. Lynch, advising him of the date of completion and the number of men laid off because of this. The telegram may be made brief by stating the project number and employment as;

Completed today NRH-55, employment________.

The date of commencement of work and the date of completion of work as later shown on the monthly and final estimates must be the same as the dates used in your notices to Mr. Lynch.

Confirmation copies of your wires to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. W. R. Chandler

53a

December 28, 1935

Shell Oil Company,
1219 Westlake Ave. N.,
Seattle, Washington.

Attention: A. C. Gusko.

Gentlemen:

In response to your inquiry of December 26th we wish to advise that the Northwest Roads Company contract No. 1485 - Project "A" Canby and Canby-Aurora Section of the Pacific Highway in Clackamas and Marion Counties, was completed on October 7, 1935. This contract was accepted November 14, 1935.

We have no knowledge of any claims against this contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL
PETROLEUM PRODUCTS

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

December 26, 1933

State Engineer
State Highway Department
Salem, Oregon

Dear Sir:

RE: Contract #1483, Project A Canby and Aurora Brooks Section of the Pacific Highway. Northwest Roads Company, Contractor.

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If this job has been completed, has it been accepted by your department. Please give us the dates. Also the total amount of liens filed.

Very truly yours,

SHELL OIL COMPANY

FJH:RS

A. C. GUSKE
Division Credit Manager

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Canby-Molalla River Project (NRM-53 and NRH-53).

This clause requires the contractor to prosecute the work during the winter months, but at the same time gives us the control needed to prevent the placing of concrete during freezing weather and at other times when conditions are such that performance of the work would be detrimental to the finished work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 12, 1933.

RECEIVED
DEC 1 . 193

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We have today recommended for approval the plans, specifications and estimate for Oregon U. S. Public Works Projects NRH 53 and NRM 53, the Canby-Molalla River Section of the Pacific Highway, 1.011 miles of cement concrete paving.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

It will be necessary to obtain the required town resolutions from Canby.

At the north end of this project the 40-ft. cement concrete pavement ends against the 20-ft. asphaltic concrete pavement. It is suggested that, if possible, your State maintenance forces could construct a flare to the 20-ft. pavement, as the present proposed connection will undoubtedly prove unsatisfactory.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

December 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Canby Section, Project No. NRM-53 and NRH-53.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

It is our intention to prepare a title sheet to cover the revised plans for Project No. 53, which will include Project No. E-53 as well as the NRH and NRM Projects. Copies of this sheet will be sent to you later.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

G. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

Oregon State Highway Department National Recovery Project

SANDY SECTION OF THE

PACIFIC HIGHWAY IN CLACKAMAS COUNTY

[illegible]

(Estimate to accompany plans. Not as basis for project agreement.)

1934

Salem, Oregon, ~~December 7,~~ 1933

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM-[illegible]

40' Portland Cement Concrete Pavement
(Sta. 5+72.6 to 25+72.4)

All Required		Clearing and Grubbing			$ 100.00	60.00
620	cu. yds.	Excavation, Single Classif.	$ 0.40	.40	248.00	248.00
790	yd. sta.	Overhaul	0.05		[illegible]	39.50
2,130	yd. mi.	Truck Haul	0.15	.20	319.50	426.00
70	sq. yds.	Pavement Removal & Sloping Pavement	0.40	.50	28.00	35.00
66	lin. ft.	15" Concrete Pipe	1.50	1.25	99.00	82.50
6,300	sq. yds.	Portland Cement Concrete Pavement	2.00	1.69	12,600.00	10,647.00
750	only	Dowels	0.25	.20	187.50	150.00
2,830	lin. ft.	Contraction Joints	0.05	.03	141.50	84.90
1,000	" "	3/4" Expansion Joints	0.20	.17	200.00	170.00
2,110	lbs.	Tie Bars and Metal Reinforcement	0.06	.06	126.60	126.60
225	cu. yds.	Sand Cushion	1.75	1.30	393.75	292.50
690	" "	Base Course Shoulders	1.75	1.2	1,207.50	828.00
300	" "	Top Course Shoulders	1.75	1.50	525.00	450.00
85	" "	Filler	0.50	.40	42.50	34.00
40	yd. mi.	Hauling Filler	0.25	.20	10.00	8.00
			Sub-total		$ 16,2[illegible]	13,682.00
			10% Engr. & Cont.		1,62[illegible]	1368.20
			Total		$ 17,8[illegible]	15,050.20

Length 0.435 mile

Cost per mile $ 41,0[illegible]

20' Portland Cement Concrete Pavement
(Sta. 25+70 to 35+50) (Sta. 37+25 to 48+90)

All Required		Clearing and Grubbing			$ 50.00	[illegible]
1,080	cu. yds.	Excavation, Single Classif.	$ 0.40	.40	432.00	432.00
3,210	yd. sta.	Overhaul	0.03		96.30	160.50
570	yd. mi.	Truck Haul	0.15		85.50	114.00

ST

3,550	sq. yds.	Portland Cement Concrete Pavement	$ 2.00	1.69	$ 7,100.00	5999.50
200	only	Dowels	0.25	.20	50.00	40.00
1,770	lin. ft.	Contraction Joints	0.05	.03	88.50	53.10
300	" "	1" Expansion Joints	0.25	.20	75.00	60.00
1,360	lbs.	Tie Bars and Metal Reinforcement	0.06	.06	81.60	81.60
125	cu. yds.	Sand Cushion	1.75	1.30	218.75	162.50
450	" "	Base Course Shoulders	1.75	1.20	787.50	540.00
190	" "	Top " "	1.75	1.50	332.50	285.00
55	" "	Filler	0.50	.40	27.50	22.00
30	yd. mi.	Hauling Filler	0.20	.20	6.00	6.00
		Sub-total			$ 9,431.15	7,986.20
		10% Engr. & Cont.			943.11	798.62
		Total			$ 10,374.26	8,784.82

Length 0.281 mile

Cost per mile $ 36,918.07 31,262.70

NATIONAL RECOVERY HIGHWAY PROJECT NO. [illegible]

20' Portland Cement Concrete Pavement
(Sta. 28+72.4 to 33+70) (Sta. 35+90 to 37+20) (Sta. 43+90 to 45+25.1)

All Required		Clearing and Grubbing			$ 100.00	60.00
6,800	cu. yds.	Excavation, Single Classif.	$ 0.40	.40	2,720.00	2720.00
1,300	yd. mi.	Truck Haul	0.15	.20	195.00	260.00
2,930	sq. yds.	Pavement Removal & Slope Paving	0.40	.50	1,172.00	1465.00
34	lin. ft.	12" Concrete Pipe	1.50	1.25	51.00	42.50
60	" "	15" Corr. Iron Pipe	2.00	2.00	120.00	120.00
2	cu. yds.	Class "C" Concrete	30.00	25.00	60.00	50.00
4,150	sq. yds.	Portland Cement Concrete Pavement	2.00	1.69	8,300.00	7,013.50
250	only	Dowels	0.25	.20	62.50	50.0
2,100	lin. ft.	Contraction Joints	0.05	.03	105.00	63.0
400	" "	1" Expansion Joints	0.25	.20	100.00	80.0
2,530	lbs.	Tie Bars and Metal Reinforcement	0.06	[illegible]	151.80	151.
150	cu. yds.	Sand Cushion	1.75	1.30	262.50	195
460	" "	Base Course Shoulders	1.75	[illegible]	805.00	55
210	" "	Top " "	1.75	1.50	367.50	31
60	" "	Filler	0.50	[illegible]	30.00	[illegible]
30	yd. mi.	Hauling Filler	0.20	[illegible]	6.00	
		Sub-total			$ 14,608.30	1
		10% Engr. & Cont.			1,460.83	
		Total			$ 16,069.13	

Length	0.571 mile	
Cost per mile	$ 97,135.21	37,41.79

SUMMARY OF FUNDS REQUESTED

National Recovery Municipal Funds:-			
	40' Pavement	$ 27,075.00	15,050.20
	20' "	10,974.26	8784.82
		$ 38,049.26	23,835.02
National Recovery Highway Funds:		$ 14,059.12	14,484.58
	Total	$ 52,108.38	38,319.60

State Funds for Const: Chap 175, Laws 1917; Chap 31, Laws 1920
Maint: Chap 41, Laws 1927

#1436
53

November 8, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
1208 Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1436 for the construction of the Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties has been completed by the contractor, Theo. Arens, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 18th, 1933.

The State is not advised of any unpaid claims for labor or material, or fo the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $84,898.75 including the final payment. Of this amount $2,659.69 was for force account work.

Very truly yours,

Secretary.

Dict. by K. McFarland.

#1436
Smm+Clark

Portland 104 5m 6-1-33

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

VR 53

September 27th, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: #39-12-2020-32 - Theo. Arenz

The above bond covers contract for 3.4 miles regrading and repaving on the Barlow-Aurora Section of the Pacific Highway in Clackamas and Marion Counties, Oregon.

We are enclosing herewith our form inquiry which we ask that you kindly complete and return to us as promptly as possible, showing the present status of this contract.

Thanking you for your attention to this matter, we remain,

Yours very truly,

C. O. Price

Manager.

DW-

RECEIVED
SEP 28 1933
OREGON
HIGHWAY COMMISSION

Form 238—4M—10-32

O G STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending Sept. 16, 1933

Section Canby and North Unit of Aurora-Brooks

Kind of work Paving and Regrading

Highway Pacific

Section prefix 24PJ E-7, E-53, E-132-E

Contractor Northwest Roads Co.

Contract number 1488

Date of contract July 13, 1933

Date of completion Oct. 15, 1933

Date work started July 22, 1933

Estimated date of completion Sept. 30, 1933

Amount of contract $103,615.00

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering ($6,200.00) $ 110,300.00

Per cent of contract completed, based on total contract price 99 %

Engineering costs to date $ 4300.00, %. Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

No material further work done on this contract during the past week.

Contractor has been working on paving work sub-contracted from Blake Sta. 875 to 970

The weather conditions have been such that considerable time was lost.

This paving (Blake's job)weather conditions permitting should be completed by Monday 9/18/33. Also 1" top placed on unaccepted portion of 24PJ from 970 to 981+20.

The paving of the road connections 1.82 miles north of the north end of the Canby Sect. will probably take a portion of Tues. A.M.

We estimate the cost of this job will be approximately $ 9000.00 less than the amount ~~$$$~~ "set up" for job. The contract items will undefrun about $4000.00.

The Asphaltic Concrete tonnage is estimated to be approximately 12,650 tons. This includes all to be laid on this contract and is equivalent to mile summary total, not including 5% allowance.

Engineering crew did not do much work on this section this week. Street connections at Hubbard were staked for paving. Canby borrow pit remeasured and figured.

Baker, O'Neil and Clinefelter transfered to Hackett at Woodburn.

The following checkers and inspectors were time checked this week:- Hawkins, Messing, Bigelow, Thomas, Carey, Garrow and Tattum.

Car C-179 and some engineering equipment also transfered to Hackett at Woodburn.

Jno. H. Neef
Res. Const. Engr.
By W.M.D.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.08	4.59			4.59
Miles partially completed	2.08	4.59			4.59
Miles completed	2.08	4.			4.59
Total estimated quantities	25,000	4,000			12,650
Estimated quantities moved or placed to date	23,200	3,500			12,296
Average daily quantities	360	55			190
Average daily quantities necessary to complete project on time	60	20			12
Number shifts per day	2	2			3
Hours per shift	6	6			5
Average force on project for week	* * * 16 *	* *			89

Percentages of men employed on contract to be secured from:

Marion County, 25 %; Multnomah County, 25 %; Clackamas County, 50 %; .... County, ... %

	NUMBER USED AND SECURED FROM						
	Marion COUNTY	Multnomah COUNTY	Clackamas COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	16	20	35			10	81
Men and teams							
Men and trucks under 3 tons	2	3	3				8
Men and trucks over 3 tons		12					12
Men and tractors		2	2				4

Equipment used during week: Shovels 2, Power Graders 2, Rollers 3, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		(Note this plant on 24H all this Week, see report for same)
Monday	Fair		(Sub-Contract)
Tuesday	Warm		
Wednesday	Warm		
Thursday	Rain		
Friday	Cloudy		
Saturday	Showers		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

August 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-53-A, ~~Canby-~~ Aurora section on the Pacific Highway ______________, was made by a representative of this office on August 18, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
AUG 31 1933

Form 393—4M—3-33.

OREGO STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Aug. 26, 1933, 193

Section Molalla River-Aurora

Kind of work Regrading & Paving

Highway Pacific

Section prefix 3 PF

58

Contractor Theodore Arens

Contract number 1436

Date of contract Nov. 10, 1932, 193

Date of completion June 15, 1933, 193

Date work started Nov. 18, 1932, 193

Estimated date of completion , 193

Amount of contract $ 76,452.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 86,320.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 4000, 4.6 %

Date project was completed Aug 28, 1933, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All stumps have been burned and general picking up completed thus completing the contract.

RECEIVED
AUG 29 1933

F.Y.Young.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

[redacted]

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.4				3.3
Miles partially completed	3.4				3.3
Miles completed	3.4				3.3
Total estimated quantities	76,800				22,400
Estimated quantities moved or placed to date	76,500				22,400
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	2				

Percentages of men employed on contract to be secured from:

Clackamas County, 57 %; Marion 43 County, %; County, %; County, %

	Clackamas COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	2						
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 7, 1933

RECEIVED
JUL 8 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The voucher submitted for Oregon E-53-A in the amount of $18,084.78 brings the total Emergency Construction Highway Funds claimed to $29,783.29.

As the estimate dated June 21 requested a reduction in the amount of Emergency Construction Highway Funds allotted to the original portion of the project, it has been necessary to reduce the voucher. Payment has accordingly been recommended in the reduced amount of $13,905.56.

This will bring the total payments of Emergency Construction Highway Funds on the original project to $25,178.67 and on the extension to $425.40.

Very truly yours,

W. H. LYNCH
District Engineer

By

Sr. Highway Engineer

18084.78
13905.56
$4,179.22 - J.13

July 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany asphaltic paving specifications on the Canby-Aurora Section, Project No. E-63. Five bid proposals and five blueprint copies of the typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HH

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-53

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate accompanying specifications. Not as basis for modified agreement.)

Salem, Oregon, July 7, 1933.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done

Final Cost on Roadway	$ 83,294.97
Federal Aid paid	20,767.24

Length of Roadway, original 2.560 mi; revised 2.525 mi.

Cost per mile on original length, $32,537.09; on revised length $32,988.10

Federal Aid paid per mile on original length $8,112.20, on revised length $8,224.64

Part on which no additional work is to be done

Final Cost on Roadway	$ 34,391.72
Federal Aid paid	8,574.60

Length of Roadway, 1.057 miles

Cost per mile on orig. length $32,537.09

Federal Aid paid per mile on orig. length $8,112.20

SUMMARY OF COMPLETED WORK

Total Cost, all completed work	$117,686.69
Total length of Roadway, original 3.617 miles; revised 3.582 mi.	
Total Federal Aid paid, all completed work	$ 29,341.84

TYPE I ROADWAY, CEMENT CONCRETE PAVEMENT

Original Project. (Sta. 67+02.7 to Sta. 195+18)

All Required		Clearing and Grubbing		$ 856.84
63,900	cu. yds.	Excavation, Single Classif.	$0.24	15,336.00
37,400	yd. sta.	Overhaul	0.02	748.00
19,000	yd. mi.	Truck Haul	0.11	2,090.00

9	cu. yds.	Class "C" Concrete	$20.00	$ 180.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
40	lin. ft.	30" Concrete Pipe	4.50	180.00
40	lin. ft.	24" Corr. Galv. Iron Pipe	3.00	120.00
2,000	sq. yds.	Removal of Old Concrete Pavement	0.40	800.00
7,800	sq. yds.	Portland Cement Concrete Pavement	1.60	12,480.00
4,500	sq. yds.	Concrete Widening Strips	2.00	9,000.00
600	lin. ft.	Expansion Joints	0.25	150.00
4,200	lin. ft.	Contraction Joints	0.04	168.00
400	only	Dowels	0.25	100.00
13,600	lbs.	Tie Bars & Reinforcement	0.05	680.00
50	cu. yds.	Screened Gravel in Surfacing	1.15	57.50
70	cu. yds.	Crushed Gravel in Surfacing	1.15	80.50
720	cu. yds.	Screened Gravel in Shoulders	1.25	900.00
530	cu. yds.	Crushed Gravel in Shoulders	1.25	662.50
160	cu. yds.	Filler	0.30	48.00
240	yd. mi.	Filler Haul	0.11	26.40
			Sub-total	$ 44,887.74
			10% Engr. & Cont.	4,488.77
			Total..............	$ 49,376.51

Extension of Original Project (Sta. 195+18.0 to Sta. 197+61.7)

All Required		Clearing and Grubbing		$ 16.31
100	cu. yds.	Excavation, Single Classif.	$0.24	24.00
400	yd. sta.	Overhaul	0.02	8.00
400	sq. yds.	Removal of Old Concrete Pavement	0.40	160.00
700	sq. yds.	Portland Cement Concrete Pavement	1.60	1,120.00
40	lin. ft.	Expansion Joints	0.25	10.00
400	lin. ft.	Contraction Joints	0.04	16.00
60	only	Dowels	0.25	15.00
200	lbs.	Tie Bars & Reinforcement	0.05	10.00
30	cu. yds.	Screened Gravel in Shoulders	1.25	37.50
20	cu. yds.	Crushed Gravel in Shoulders	1.25	25.00
10	cu. yds.	Filler	0.30	3.00
20	yd. mi.	Filler Haul	0.11	2.20
			Sub-total	$ 1,447.01
			10% Engr. & Cont.	144.70
			Total..............	$ 1,591.71

Length of orig. proj. (Sta. 67+02.7 to 195+18.0)	2.417 miles (revised)
" " extension (Sta. 195+18.0 to 197+61.7)	.046 miles
Cost per mile new work (Sta. 67+02.7 to 195+18.0)	$20,428.84
" " " " " (Sta. 195+18 to 197+61.7)	$34,602.39

TYPE II ROADWAY, ASPHALTIC CONCRETE PAVEMENT (PAVING PROJECT "A")

Sta. 183+64 to Sta. 177+92.3 (Revised stationing)

All Required		Clearing and Grubbing		$ 20.00
70	cu. yds.	Excavation, Single Classif.	$0.50	35.00
500	cu. yds.	Earth Borrow	0.35	175.00
400	cu. yds.	Truck Haul	0.12	48.00
100	yd. mi.	Gravel Borrow	1.30	130.00
40	lin. ft.	12" Concrete Pipe	1.00	40.00
100	lin. ft.	Salvaging Drain Pipe	0.40	40.00
200	cu. yds.	Crushed Gravel in Subbase, Shoulders and Surf.	1.70	340.00
20	cu. yds.	3/4" - 0" Crushed Gravel Screenings	1.80	36.00
50	cu. yds.	Filler	0.40	20.00
100	yd. mile	Filler Haul	0.12	12.00
100	Tons	Class "A" Asphaltic Concrete	4.30	430.00
120	Tons	Class "B" Asphaltic Concrete	4.30	516.00
30	Tons	Class "C" Asphaltic Concrete	4.30	129.00
1,300	sq. yds.	Surface Finish Coat	0.05	65.00
		Sub-total		$ 2,036.00
		10% Engr. & Cont.		203.60
		Total..................		$ 2,239.60

*17.24

Length 0.108 miles

Cost per mile $20,737.03

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	[illegible] Rev. Funds	State Funds
Type I Roadway				
Cement Conc.		21,741.67	24,979.79	2,655.05
Pavement, -Orig. Proj.	$49,376.51	~~$20,244.37~~	~~$25,055.82~~	~~$4,076.32~~
-Extension	1,591.71	~~652.60~~	~~807.71~~	~~131.40~~
		700.87	805.25	85.59
	$50,968.22	~~$20,896.97~~	~~$25,863.53~~	~~$4,207.72~~
		22,442.54	25,785.04	2,740.64
Type II Roadway				
Asphaltic Conc.	2,401.56	1,057.46	1,214.96	129.14
Pavement	~~$ 2,239.60~~	~~$ 918.23~~	~~$ 1,136.47~~	~~$ 184.90~~
	$53,207.82	$21,815.20	$27,000.00 (50.7%+)	~~$4,392.62~~
	53,369.78	23,500.00 (44.03%)	27,000.00 (50.59%)	2,869.78

[illegible] Funds for construction [illegible]

[illegible] Maintenance [illegible]

June 21, 1933.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications and two bid proposals for construction of asphaltic concrete pavement on the Canby-Aurora Section, Project No. M-53. The blueprint copies of the typical cross-section sheet and the plans showing the revised alignment for this project will be sent to-morrow; likewise, the additional bid proposals.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-[illegible]

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate accompanying specifications. Not as basis for modified agreement.)

July
Salem, Oregon, June 21, 19[illegible].

④

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:

Final Cost on Roadway	$ 83,294.97
Federal Aid paid	20,767.24

Length of Roadway, original 2.560 mi; revised 2.525 mi.
Cost per mile on original length, $32,537.09; on revised length $32,988.10
Federal Aid paid per mile on original length $8,112.20, on revised length $8,224.64

Part on which no additional work is to be done:

Final Cost on Roadway	$ 34,391.72
Federal Aid paid	8,574.60

Length of Roadway, 1.057 miles
Cost per mile on orig. length $32,537.09
Federal Aid paid per mile on orig. length $8,112.20

SUMMARY OF COMPLETED WORK

Total Cost, all completed work	$ 117,686.69
Total length of Roadway, original 3.617 miles; revised 3.582 miles	
Total Federal Aid paid, all completed work	$ 29,341.84

TYPE I ROADWAY, CEMENT CONCRETE PAVEMENT

Original Project, (Sta. 67/02.7 to Sta. 195/18)

All Required		Clearing and Grubbing		$ 856.84
65,900	cu. yds.	Excavation, Single Classif.	$ 0.24	15,816.00
37,400	yd. sta.	Overhaul	0.02	748.00
19,000	yd. mi.	Truck Haul	0.11	2,090.00

9	cu. yds.	Class "C" Concrete	$ 20.00	$ 180.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
100	lin. ft.	18" Concrete Pipe	2.00	200.00
40	lin. ft.	30" Concrete Pipe	4.50	180.00
40	lin. ft.	24" Corr. Galv. Iron Pipe	3.00	120.00
2,000	sq. yds.	Removal of Old Concrete Pavement	0.40	800.00
7,800	sq. yds.	Portland Cement Concrete Pavement	1.60	12,480.00
4,500	sq. yds.	Concrete Widening Strips	2.00	9,000.00
600	lin. ft.	Expansion Joints	0.25	150.00
4,200	lin. ft.	Contraction Joints	0.04	168.00
400	only	Dowels	0.25	100.00
13,600	lbs.	Tie Bars & Reinforcement	0.05	680.00
50	cu. yds.	Screened Gravel in Surfacing	1.15	57.50
70	cu. yds.	Crushed Gravel in Surfacing	1.15	80.50
720	cu. yds.	Screened Gravel in Shoulders	1.25	900.00
530	cu. yds.	Crushed Gravel in Shoulders	1.25	662.50
160	cu. yds.	Filler	0.30	48.00
240	yd. mi.	Filler Haul	0.11	26.40
			Sub-total	$ 44,887.76
			10% Engr. & Cont.	4,488.77
			Total	$ 49,376.53

Extension of Original Project (Sta. 195/18.0 to Sta. 197/61.7)

Ⓐ

All Required		Clearing and Grubbing		$ 16.21
100	cu. yds.	Excavation, Single Classif.	$0.24	24.00
400	yd. sta.	Overhaul	0.02	8.00
400	sq. yds.	Removal of Old Concrete Pavement	0.40	160.00
700	sq. yds.	Portland Cement Concrete Pavement	1.60	1,120.00
40	lin. ft.	Expansion Joints	0.25	10.00
400	lin. ft.	Contraction Joints	0.04	16.00
60	only	Dowels	0.25	15.00
200	lbs.	Tie Bars & Reinforcement	0.05	10.00
46	cu. yds.	Screened Gravel in Shoulders	1.25	57.50
20	cu. yds.	Crushed Gravel in Shoulders	1.25	25.00
10	cu. yds.	Filler	0.30	3.00
20	yd. mi.	Filler Haul	0.11	2.20
			Sub-total	$ 1,447.01
			10% Engr. & Cont.	144.70
			Total	$ 1,591.71

Length of orig. proj. (Sta. 67/02.7 to 195/18.0)	2.417 miles (revised)
" " extension (Sta. 195/18.0 to 197/61.7)	.046 "
Cost per mile, new work (Sta. 67/02.7 to 195/18.0)	$ 20,428.84
" " " " " (Sta. 195/18 to 197/61.7)	$ 34,602.39

TYPE II ROADWAY, ASPHALTIC CONCRETE PAVEMENT (Paving Project A)

Sta. 183/64 to Sta. 177/92.5 (Revised stationing)

All Required		Clearing and Grubbing			$ 20.00
70	cu. yds.	Excavation, Single Classif.	$ 0.40		28.00 35.00
500	cu. yds.	Earth Borrow	0.35		175.00
400	cu. yds.	Truck Haul	0.12		48.00
100	yd. mi.	Gravel Borrow	1.00		100.00
40	lin. ft.	12" Concrete Pipe	1.00		40.00
100	lin. ft.	Salvaging Drain Pipe	0.40		40.00
200	cu. yds.	Crushed Gravel in Subbase, Shoulders and Surf.	1.50	170	300.00
20	cu. yds.	3/4" - 0" Crushed Gravel Screenings	1.50	180	30.00
50	cu. yds.	Filler	0.30		15.00
100	yd. mile	Filler Haul	0.12	.12	12.00
120	Tons	Class "C" Asphaltic Concrete	3.80	4.30	456.00
30	Tons	Class "F" Asphaltic Concrete	4.00	4.30	120.00
1,300	sq. yds.	~~Asphaltic Concrete Wearing Surface~~	0.32		416.00
				> 430	
		Sub-total			$ 1,800.00
		10% Engr. & Cont.			180.00
		Total			$ 1,980.00

Length 0.108 miles
Cost per mile, new work $ 18,333.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds	State Funds
Type I Roadway:				
Cement Concrete Pavement,				
Original Project	$ 49,376.51	$ 17,775.54	$ 25,178.67	$ 6,422.30
Extension	1,591.71	573.01	811.66	207.04
	$ 50,968.22	$ 18,348.55	$ 25,990.33	$ 6,629.34
Type II Roadway:				
Asphaltic Concrete Pavement	$ 1,980.00	$ 712.80	$ 1,009.67	$ 257.53
	$ 52,948.22	$ 19,061.35 (36%)	$ 27,000.00 (50.99+%)	
				$ 6,886.87

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon E-53-A

POST OFFICE BUILDING
PORTLAND, OREG.

March 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer

Encls.

Acc. 14123

Form P. R. 2
State Oregon
Project No. E-53, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of January, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 23rd day of June, 1931, a project statement, which was approved by the Secretary on the 13th day of September, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 9th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

fifteen thousand, two hundred ninety and 46/100

dollars ($ 15,290.46) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 67+02.7 in the NE¼ Sec. 5, T 4 S, R 1 E, W.M., at the west end of the bridge across Molalla River and survey station 197+63.7 in the SE¼ Sec. 12, T 4 S, R 1 W, W.M., at the east end of the bridge across Pudding River

, length 3.463 miles, in Clackamas County, being Section A of Oregon Federal Aid project No. E-53, consisting of 3.463 miles of roadway and no bridges, e[illegible], [illegible] known locally as the Molalla River-Aurora Unit of the Canby-Aurora Section of the Pacific Highway between official control points Portland and Albany.

BUREAU OF PUBLIC ROADS
RECEIVED
21 1933

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) Final payment of Federal funds shall not be made on said project until rights-of-way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right-of-way of the Southern Pacific Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifteen thousand, two hundred ninety and 46/100 dollars ($15,290.46), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty thousand, nine hundred sixty-eight and 23/100 dollars ($50,968.23), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6th day of March, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. W. Dunlap
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-53-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 50,968.32 as the total estimated cost of said project, and the sum of $ 15,390.46 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6th day of March one thousand nine hundred and Thirty-three

Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 3—4820

FORM 3-A-1 8700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OR 53

OREGON STATE HIGHWAY COMMISSION
SALEM

February 7, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

I am returning Extra Work Order #3 for the Molalla River-Aurora Section.

From the Standard Specificationn under provision for Traffic, it states that "It is understood by the contractor that the work to be performed under this contract is to be performed without at any time closing the highway to traffic and that it is obligatory upon him to at all times provide and maintain a continuous roadway between the termini of the project, which roadway shall be suitable and adequate in all respects to carry all traffic, using the highway, safely and without material or objectionable inconvenience, delay or discomfort."

Therefore Mr. Baldock feels that the contractor is required to construct this detour under the specifications.

Inasmuch as this detour is necessary to be used until the completion of the pavement which requires a better detour than under ordinary circumstances, Mr. Baldock is willing to cooperate with the contractor to the extent of furnishing the gravel. If the contractor will do the grading and the maintenance of the detour to which he is obligated, the State will pay for the gravel used.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 5-A-1 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

OK 53

February 3, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Theo. Ahrens,
516 Guaranty Bldg.,
Portland, Ore.

Dear Sir:

Your payroll for the last half of December on your Molalla River-Aurora project lists 11 truck drivers at $1.25 per hour. It is assumed that this includes the rental for the truck.

Trucks or equipment can be rented on a yardage basis or any other fair rental basis but the rental cannot be included in the wage paid the operater. The operator must be hired separately and the rate must conform to the contract provisions and so shown on the payrolls. Truck or equipment rentals do not have to be shown on the payrolls.

Will you please see that rentals are not included on future payrolls.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Charles E. Low

CC to

R. H. Baldock ✓
W. H. Lynch
Wm. E. Chandler
F. I. Young

P[illegible]- 53 A

RESOLUTION

WHEREAS, State Highway No. 1 of the State of Oregon, known as the Pacific Highway, is routed through the City of Barlow, Clackamas County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

Railroad Avenue

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Barlow will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Barlow, Clackamas County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 1 of the State of Oregon, known as the Pacific Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of Barlow, Clackamas, County, Oregon, this 12th day of December 1938.

Attest:

M. E. Tull
Mayor.

Vena Berg
City Recorder.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of Barlow, Clackamas County, Oregon, on the 12th day of December 1938 at the regular meeting of said Common Council.

Dated this 12th day of December, 1938.

Vena Berg
City Recorder.

OR 53

December 14, 1932.

The Soule Steel Company,
1241 Linnton Road,
Portland, Oregon.

Gentlemen: Attention: L. E. Soule

Reference is made to your letter of December 10th, stating that you have been advised that some change has been made in the plans for the proposed paving work between Barlow and Aurora which will affect the quantity of steel required in the pavement construction and requesting a set of the revised plans.

We have no knowledge of any change having been made in the plans for this project, and no revised plan sheets have been issued. The steel for this work should be figured from the plans which were furnished the bidder, but, before the filling of the order is commenced, the quantity lists should be checked by the resident engineer who, for this project, is Mr. F. T. Young at Oregon City.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

cc F. T. Young

cc W. E. Chandler

NCISCO
LOS ANGELES

TELEPHONE
BEACON 5155

SOULÉ STEEL COMPANY
IRON AND STEEL PRODUCTS
~~PITTOCK BLOCK, PORTLAND~~
1241 LINNTON ROAD PORTLAND

RECEIVED
DEC 12 1932

December 10, 1932.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen: Attention Mr. Reeves

We were fortunate in securing the contract for furnishing reinforcing steel for the Barlow-Aurora paving job. The contractor tells us that there are some changes being made in the plans, which will affect the steel quite a bit. Will you kindly see that we receive a set of revised plans as soon as they are complete?

Thanking you for past favors, we are

Very truly yours,
SOULE' STEEL COMPANY
L. E. Poole
L. E. Poole

LEP G

Referred
to Mr. Probert.

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL SALES, CONTRACTS OR AGREEMENTS SUBJECT TO STRIKES, ACCIDENTS OR CAUSES BEYOND THE COMPANY'S CONTROL.

53

November 26, 1932

Mr. Theo. Arenz
Guaranty Building
Portland, Oregon

Dear Sir:

Under separate cover we are sending you an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading and repaving of the Molalla River-Aurora Section of the Pacific Highway in Marion and Clackamas Counties.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Canby-Aurora Section, Project No. E-53-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department.

Emerg. Constr. Hwy.
Proj. No. E-53-A.

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 19, 1932.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:

Final Cost on Roadway	$ 79,780.97
Federal Aid paid	19,891.12
Length of Roadway, original 2.452 mi.; revised 2.417 mi.	
Cost per mile on original length, $32,537.09; on revised length,	$ 33,008.26
Federal Aid paid per mile on original length $8,112.20; on revised length	8,229.67

Part on which no additional work is to be done:

Final Cost on Roadway	$ 37,905.72
Federal Aid paid	9,450.72
Length of roadway - 1.165 mi.	
Cost per mile	37,537.09
Federal Aid paid per mile	8,112.20

SUMMARY OF COMPLETED WORK

Total Cost, all completed work	$ 117,686.69

Total length Roadway original, 3.617 miles; revised 3.582 miles.
Length of one Bridge, .110 miles

EMERGENCY WORK - ROADWAY

Original Project, Sta. 67+02.7 to Sta. 195+18:

All Required		Clearing and Grubbing		$ 896.84
63,900	cu. yds.	Excavation, Single Classif.	$ 0.24	15,336.00
37,400	yd. sta.	Overhaul	0.02	748.00
19,000	yd. mi.	Truck haul	0.11	2,090.00
9	cu. yds.	Class "C" Concrete	20.00	180.00
20	lin. ft.	12" Concrete Pipe	1.20	24.00
100	lin. ft.	18" " "	2.00	200.00
40	lin. ft.	30" " "	4.50	180.00
40	lin. ft.	24" Corr. Galv. Iron Pipe	3.00	120.00

2,000	sq. yds.	Removal of Old Concrete Pavement	$ 0.40	$ 800.00
7,800	sq. yds.	Portland Cement Concrete Pavement	1.60	12,480.00
4,500	sq. yds.	Concrete Widening Strips	2.00	9,000.00
600	lin. ft.	Expansion Joints	0.25	150.00
4,200	lin. ft.	Contraction Joints	0.04	168.00
400	only	Dowels	0.25	100.00
13,600	lbs.	Tie Bars & Reinforcement	0.05	680.00
50	cu. yds.	Screened Gravel in Surfacing	1.15	57.50
70	cu. yds.	Crushed Gravel in Surfacing	1.15	80.50
720	cu. yds.	Screened Gravel in Shoulders	1.25	900.00
530	cu. yds.	Crushed Gravel in Shoulders	1.25	662.50
160	cu. yds.	Filler	0.30	48.00
240	yd. mi.	Filler Haul	0.11	26.40
		Sub-total		$44,887.74
		10% Engr. & Cont.		4,488.77
		Total...............		$49,376.51

Extension of Project, Sta. 195+18.0 to Sta. 197+61.7:

All Required		Clearing and Grubbing		$ 16.31
100	cu. yds.	Excavation, Single Classif.	$ 0.24	24.00
400	yd. sta.	Overhaul	0.02	8.00
400	sq. yds.	Removal of Old Concrete Pavement	0.40	160.00
700	sq. yds.	Portland Cement Concrete Pavement	1.60	1,120.00
40	lin. ft.	Expansion Joints	0.25	10.00
400	lin. ft.	Contraction Joints	0.04	16.00
60	only	Dowels	0.25	15.00
200	lbs.	Tie bars & Reinforcement	0.05	10.00
30	cu. yds.	Screened Gravel in Shoulders	1.25	37.50
20	cu. yds.	Crushed Gravel in Shoulders	1.25	25.00
10	cu. yds.	Filler	0.30	3.00
20	yd. mi.	Filler Haul	0.11	2.20
		Sub-total		$ 1,447.01
		10% Engr. & Cont.		144.70
		Total.............		$ 1,591.71

Length of orig. proj. (Sta. 67+02.7 to 195+18.0)	2.417 miles (revised)
" " Extension (Sta. 195+18.0 to 197+61.7)	.046 "

Cost per mile, new work (Sta. 67+02.7 to 195+18.0)	$ 20,428.84
" " ", " " (Sta. 195+18 to 197+61.7)	$ 34,602.39

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Resrve. Constr. Rev. Funds
Original Project	$ 49,376.51	$ 14,812.95 (30%)	$ 34,563.56
Extension	1,591.71	477.51 (30%)	1,114.20
	$ 50,968.22	$ 15,290.46	$ 35,677.76

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920.

" " " Maint.: Chap. 41, Laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 9, 1932

RECEIVED
NOV 23 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon E-53-A, the Aurora-Mollala River section of the Pacific Highway, to Theo Arenz, Portland, Oregon, who was low bidder.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

November 7, 1938.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Canby-Aurora Section, Project No. E-53-A. Five bid proposals and five sets of blueprint plans for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/HR.

Encl.

Oregon State Highway Department

Emerg. Const. Highway
Project No. E-53-A

CANBY-AURORA SECTION OF THE PACIFIC HIGHWAY
IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, November 7, 1932.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done:

Final Cost on Roadway	$ 79,780.97
Federal Aid paid	19,891.12

Length of Roadway, original 2.452 mi.; revised 2.417 mi.
Cost per mile on original length $32,537.09; on revised length, $ 33,008.26
Federal Aid paid per mile on original length $8,112.20; on revised length 8,229.67

Ⓐ

Part on which no additional work is to be done:

Final Cost on Roadway	$ 37,905.72
Federal Aid paid	9,450.72
Length of roadway - 1.165 mi.	
Cost per mile	32,537.09
Federal Aid paid per mile	8,112.20

SUMMARY OF COMPLETED WORK

Total Cost, all completed work $ 117,686.69
Total length Roadway original, 3.617 miles; revised 3.582 miles.
Length of one Bridge, .110 miles

EMERGENCY WORK - ROADWAY

Original Project, Sta. 67+02.7 to Sta. 195+18.

All Required		Clearing and Grubbing		$1,000.00
63,900	cu. yds.	Excavation, Single Classification	$ 0.30	19,170.00
37,400	yd. sta.	Overhaul	0.03	1,122.00
19,000	yd. mi.	Truck Haul	0.15	2,850.00
9	cu. yds.	Class "A" Concrete	20.00	180.00
20	lin. ft.	12" Concrete Pipe	1.00	20.00
100	lin. ft.	18" " "	2.00	200.00
40	lin. ft.	30" " "	4.00	160.00
40	lin. ft.	24" Corr. Galv. Iron Pipe	2.50	100.00
2,000	sq. yds.	Removal of Old Pavement	0.30	600.00
7,800	sq. yds.	Portland Cement Concrete Pavement	1.80	14,040.00

4,500	sq. yds.	Concrete Widening Strips	1.90	$ 8,550.00
600	lin. ft.	Expansion Joints	0.25	150.00
4,200	" "	Contraction Joints	0.05	210.00
400	only	Dowels	0.25	100.00
13,600	lbs.	Tie Bars & Reinforcement	0.05	680.00
50	cu. yds.	Screened Gravel in Surfacing	1.20	60.00
70	" "	Crushed Gravel in Surfacing	1.50	105.00
720	" "	Screened Gravel in Shoulders	1.20	864.00
530	" "	Crushed Gravel in Shoulders	1.50	795.00
160	" "	Filler	0.50	80.00
240	yd. mi.	Filler Haul	0.15	36.00
			Sub-total	$ 51,072.00
			10% Engr. & Cont.	5,107.20
			Total	$ 56,179.20

Extension of Project, Sta. 195+18.0 to Sta. 197+61.7

All Required		Clearing and Grubbing		$ 100.00
100	cu. yds.	Excavation, Single Classification	0.30	30.00
400	yd. sta.	Overhaul	0.03	12.00
400	sq. yds.	Removal of Old Pavement	0.30	120.00
700	" "	Portland Cement Concrete Pavement	1.80	1,260.00
40	lin. ft.	Expansion Joints	0.25	10.00
400	" "	Contraction Joints	0.05	20.00
60	only	Dowels	0.25	15.00
200	lbs.	Tie Bars & Reinforcement	0.05	10.00
30	cu. yds.	Screened Gravel in Shoulders	1.20	36.00
20	" "	Crushed Gravel in Shoulders	1.50	30.00
10	" "	Filler	.50	5.00
20	yd. mi.	Filler Haul	.15	3.00
			Sub-total	$ 1,651.00
			10% Engr. & Cont.	165.10
			Total	$ 1,816.10

Length of project (Sta. 67+02.7 to 195+18.0) 2.417 miles (Revised)
" " Extension (Sta. 195+18.0 to 197+61.7) .046 miles
Cost per mile of new work (Sta. 67+02.7 to 195+18.0) $23,243.35
Cost per mile of new work (Sta. 195+18 to 197+61.7) $39,480.43

SUMMARY OF FUNDS REQUESTED

Items	Total Cost	Federal Aid Funds	Emerg. Constr. Highway Funds
Original Project	$ 56,179.20	$ 16,853.76 (30%)	$ 39,325.44
Extension	1,816.10	544.83 (30%)	1,271.27
	$ 57,995.30	$ 17,398.59	$ 40,596.71

Molalla River-Aurora, Grading and Paving

Item		Unit Price	Amount
Clearing and Grubbing For Twelve Hundred Dollars - Lump Sum	All Specified	$- - -	$1,200.00
Excavation, Single Classification For Twenty-Four Cents per cu. yd.	72,000 cu. yds.	0.24	17,280.00
Overhaul For Two Cents per yd. sta.	40,000 yd.stas.	0.02	800.00
Truck Haul For Eleven Cents per yd. mi.	56,000 yd. mi.	0.11	6,160.00
Class "C" Concrete For Twenty Dollars per cu. yd.	14 cu. yds.	20.00	280.00
12-inch Corrugated Iron Pipe For One Dollar and Ten Cents per lin. ft.	400 lin. ft.	1.10	440.00
24-inch Corrugated Iron Pipe For Three Dollars per lin. ft.	40 lin. ft.	3.00	120.00
12-inch Concrete Pipe For One Dollar and Twenty Cents per lin. ft.	20 lin. ft.	1.20	24.00
18-inch Concrete Pipe For Two Dollars per lin. ft.	200 lin. ft.	2.00	400.00
30-inch Concrete Pipe For Four Dollars and Fifty Cents per lin. ft.	40 lin. ft.	4.50	180.00
Removal of Old Concrete Pavement For Forty Cents per sq. yd.	2,400 sq. yds.	0.40	960.00
Removal of Old Bituminous Pavement For Twenty-Five Cents per sq. yd.	1,800 sq. yds.	0.25	450.00
Portland Cement Concrete Pavement For One Dollar and Sixty Cents per sq. yd.	18,500 sq. yds.	1.60	29,600.00
Concrete Widening Strips For Two Dollars per sq. yd.	4,500 sq. yds.	2.00	9,000.00
Expansion Joints For Twenty-Five Cents per lin. ft.	1,400 lin. ft.	0.25	350.00

Molalla River-Aurora, Grading and Paving

Sheet No. 2

Item		Unit Price	Amount
Contraction Joints For Four Cents per lin. ft.	10,000 lin. ft.	$0.04	$ 400.00
Dowels For Twenty-Five Cents each	1,000 only	0.25	250.00
Tie Bars and Reinforcement For Five Cents per lb.	30,000 lbs.	0.05	1,500.00
Screened Gravel in Surfacing For One Dollar and Fifteen Cents per cu. yd.	1,000 cu. yds.	1.15	1,150.00
Crushed Gravel in Surfacing For One Dollar and Fifteen Cents per cu. yd.	800 cu. yds.	1.15	920.00
Screened Gravel in Shoulders For One Dollar and Twenty-Five Cents per cu. yd.	2,200 cu. yds.	1.25	2,750.00
Crushed Gravel in Shoulders For One Dollar and Twenty-Five Cents per cu. yd.	1,600 cu. yds.	1.25	2,000.00
Filler For Thirty Cents per cu. yd.	500 cu. yds.	0.30	150.00
Filler Haul For Eleven Cents per yd. mi.	800 yd. mi.	0.11	88.00
	Amount of Contract		$ 76,452.00

CONTRACT #1437,

FLP-1 A,B,C Valley Falls-Okerman 1932
Ranch
#1437

[illegible] Civil Subpoena Copy

n20-1a

For sale by R. E. Moores & Co., [illegible] Publishers, Salem, Or.

STATE OF OREGON,
County of MARION } ss.

IN THE NAME OF THE STATE OF OREGON

To BERNHARD H. GLAISYER

You are hereby commanded to appear in the CIRCUIT Court of the State of Oregon, for the County of MARION at the Court House in SALEM, in said MARION County, on the 21st day of May 1934 at 2:30 o'clock P. M. to give evidence in a cause wherein C. H. Walker et al are Plaintiffs and Union Engineering Co. et al, are Defendants on the part of defendants.

Witness my hand and the seal of said Court affixed at Salem, Oregon this 21st day of May 1934.

U. G. BOYER Clerk

By H. A. JUDD Deputy

(over)

STATE OF OREGON,
COUNTY OF Marion } ss.

I hereby certify that the above is a true and correct copy of the original Subpoena for said witness in my hands for service.

Wm. Kinney ~~Sheriff,~~
~~By~~ Atty for defendants ~~Deputy~~

appeared in court

HBG:MC

Secretary

Uf-1a

January 22, 1934

Memorandum to Mr. Baldeck:

from H. L. Nicholas

You are also requested herewith to bring with you all payroll sheets filed with you and in your office by the Union Engineering Company covering time that the Union Engineering Company employed labor on the Valley Falls Okerman Ranch Section, which is known as Project No. 1507 and Contract #1437, and particularly for all time kept for workman C. H. Walker from February 6, 1933 to May 21, 1933,for Stewart Miner from February 6, 1933 to May 23,1933, and for L. R. Lamb from February 6, 1933 to May 25, 1933.

Hy-1a

January 22, 1934

Memorandum to Mr. Baldock:

Attached is a communication from E. A. Nicholas of Lakeview regarding his claim against the Union Engineering Company for repair parts furnished that company in connection with contract No. 1437 covering the surfacing of the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway in Lake and Harney Counties. This letter has been referred to you by Governor Meier with the request that you furnish a memorandum to enable him to make proper reply. I am also attaching a letter from Mr. DeSousa from which information can be taken for this memo. I thought you would like to take care of this matter yourself, hence I am referring the correspondence to you.

Yours very truly,

HBG:MC

Secretary

Ilp. 1-a
~~#1435T~~

January 9, 1934

United States Fidelity & Guaranty Company
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by N. A. Nicholas which claim is in the amount of $29.75 for labor and material furnished in connection with the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties under State Highway Contract No. 1437 awarded to Union Engineering Company.

This information is being forwarded to you inasmuch as you appear as surety on the contractor's bond.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

[redacted]
jm

c.c. Union Engineering Co.
985 North Summer St.
Salem, Oregon

January 9, 1934

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of January 5 inclosing three copies of a notice of claim filed in your office by M. A. Nicholas against the Union Engineering Company, which claim is in the amount of $29.75 for labor and material furnished in connection with the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

As is our usual practice, we are today forwarding copies of said notice to the contractor and his surety.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

RBG
jn

1437

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 6, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by N. A. Nicholas for $29.75 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Yellowstone Cutoff Section of the state highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

GENERAL AUTO ELECTRIC.
Corner Western Ave. and Main St.
Lakeview, Oregon

Jan 4-1934

Secretary of State:

Dear Sir:

This is to notify you that I have presented United States Fidelity & Guaranty Company for labor & Matarial to the amount of $29.75. I have lost money on varicus contractors and truck outfits untill I am in fynantial distress. Fleas bring all to bear possible to help me get the amount due from the above which was used on the Yellowstone cutoff by the Union Engineering co. by Allen Bellinger.

Thanking you.

Yours truly

N. A. Nicholas

P. S. They have owed this fo
almost a year.

Endorsed: File No. 2585
Filed January 6, 1934
HAL E. HOSS,
Secretary of State

flp 1a

December 30, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Manager,
1208 Porter Building,
Portland, Oregon.

Attention: R. B. Mason.

Gentlemen:

In response to your inquiry of December 29th we wish to advise that the Union Engineering Company Contract No. 1457 - Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney County, was accepted by the Highway Commission on June 13th, 1933.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Portland 104 5m 6-1-33

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

December 29, 1933

RECEIVED
DEC 30 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon

S-1525 - Union Engineering Company
Contract No. 1437

Gentlemen:

Please advise us the date on which the work covered by the above mentioned contract, on the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway, was accepted by the Highway Commission.

Yours very truly,

R B Nason
Supt. of Claims

RBN
ET

Ilp-1a

December 11, 1933

Mr. S. H. Probert
Office

Dear Sir:

In the Commission minutes of June 13, a letter was presented by Mr. D. H. Cameron, Ancillary Receiver for the Union Indemnity Company, surety on the bond furnished by C. R. Johnson, in which we were notified that any payment by the State to a certain Mrs. Hotchkiss would be made at the peril of the Commission. Please advise if this order was adhered to.

Very truly yours,

State Highway Engineer

RHB:HI

#1437

Ilp-1a

December 11, 1933

United States Fidelity & Guaranty Co.
C/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which has been filed by the Shell Oil Company against the bond furnished by the Union Engineering Company in connection with contract No. 1437 covering construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway. This claim amounts to $1512.37 and represents petroleum products furnished.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Union Engineering Co.
985 No. Summer St.,
Salem, Oregon

December 11, 1933

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of the receipt of your communication of December 8th with attached copies of notice of claim which has been filed by the Shell Oil Company against the bond taken from Union Engineering Company in connection with contract No. 1437 which was awarded the Union Engineering Company for construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

In accordance with our usual practice we are today sending copies of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

December 8, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a notice of claim by Shell Oil Company for $1512.37 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

Secretary ofState,
Salem, Oregon.

Notice is hereby given that the undersigned, Shell Oil Company, has a claim in the sum of Fifteen Hundred Twelve and 37/100 ($1512.37) Dollars against the bond taken from Union Engineering Company as principal, and U.S. Fidelity & Guaranty Co. as surety for the work of surfacing approximately 32 miles on State of Oregon contract No. 1437, Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, in Lake and Harney Counties.

Said claim is for petroleum products furnished Union Engineering Company in the construction of said above described job.

In event said claim is not settled and paid without an action in the courts to enforce the same, in addition to above item, undersigned claims the sum of Two Hundred and 00/100 ($200.00) Dollars, as attorney's fees and costs.

Dated this sixth day of December, 1933.

SHELL OIL COMPANY

BY A. C. Guske

State of Washington)
) ss
County of King)

A. C. Guske being sworn upon oath deposes and says: that the above statement and claim is just, true and correct; that the material therein charged was actually furnished as therein stated and that no part of the same has been paid, and the material therein charged was for the benefit of said principal and surety.

A. C. GUSKE

Subscribed and sworn to before me this sixth day of December, 1933

(SEAL)

HERSCHEL F. FULLERTON
Notary Public State of Washington

Endorsed: File No. 2371
Filed December 8, 1933
HAL E. HOSS,
Secretary of State

#1437

Uf-1a

October 26, 1933

United States Fidelity & Guaranty Co.
C/o S. O. Price
Porter Building
Portland, Oregon

Gentlemen:

We have received information to the effect that Mr. C. H. Walker has a claim against the Union Engineering Company for labor furnished in connection with contract No. 1437 which was awarded the Union Engineering Company for construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

This information is given you as you appear as surety on the bond furnished on this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Union Engineering Co.,
985 No. Summer St.,
Salem, Oregon

October 28, 1933

Mr. C. H. Walker
C/o Paul F. Burris, Atty.
First National Bank Building
Salem, Oregon

Dear Sir:

In accordance with your recent request we are sending to you, today, certified copy of State Highway Contract No. 1457 which was awarded to the Union Engineering Company for surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

In the Affidavit requesting this copy of the contract you refer to "the attached Notice of Claim", however, there was no such notice attached to the affidavit when it reached this office. Will ask, therefore, that you send in a copy of the Notice of Claim at your earliest convenience.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

AFFIDAVIT

STATE OF OREGON, }
County of Marion. } ss.

I, C. H. Walker being first duly sworn on oath depose and say:

That I am the claimant named in the attached Notice of Claim, and that I am the assignee of the claims of Stewart Miner and L. R. Lamb, all of which said claims have heretofore been filed with the Secretary of State of the State of Oregon;

That my claim is a true and correct claim for labor furnished the Union Engineering Company, the holder of Contract No. 1437;

That I make this affidavit for the purpose of obtaining a certified copy of said contract as provided in Sec. 67-1101 Oregon Code, 1930, as amended by Chapter 280, General Laws of Oregon for 1931.

C. H. Walker

Subscribed and sworn to before me this 24th day of August, 1933.

Paul L Burris
Notary Public for Oregon

My commission expires February 8th, 1935.

#1437

Ilf-1a

October 9, 1933

United States Fidelity & Guaranty Co.
C/o C. D. Price, Resident Agent
Porter Building
Portland, Oregon

Gentlemen:

We have received a letter from Mr. E. A. Nichols, Manager of the General Auto Electric Company of Lakeview, stating that he has a claim amounting to $29.75 against the Union Engineering Company, which claim was incurred by Allen Bollinger, former Secretary of the Union Engineering Company. Apparently this claim represents labor or material furnished that company in connection with contract No. 1437 which was awarded the Union Engineering Company for surfacing the Valley Falls-Sherman Ranch Section of the Lakeview-Burns Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Union Engineering Co.
985 No. Summer St.
Salem, Oregon

October 6, 1933.

General Auto Electric
Lakeview, Oregon

Attention: N. A. Nichols, Manager

Gentlemen:

This acknowledges receipt of your letter of September 30th advising us of your claim in the sum of $29.75 against Allen Bellinger, said claim accruing in connection with highway construction work on the Yellowstone Cut-off.

The contract to which you refer is State Highway Contract No. 1437 which was awarded to the Union Engineering Company of Salem for surfacing the Valley Falls-Oherman Ranch Section of the Lakeview-Burns Highway. The records show that Mr. J. H. Gallagher is President of the Union Engineering Company and that Mr. Allen Bellinger was Secretary. Mr. Gallagher's address is 985 No. Summer St., Salem and Mr. Bellinger has died since this contract was completed.

In connection with this contract the Union Engineering Company was required to furnished a surety bond for the protection of labor and material claims incurred against this work. This bond was written by the United States Fidelity and Guaranty Company for whom C. O. Price is the local manager with offices in the Porter Building, Portland.

According to our records this project was completed on May 25, 1933 and was accepted by the State Highway Commission on June 13, 1933. Our records also show that final payment was made to the surety company on June 17, 1933.

I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State, in conformance with Chapter 2[illegible], Oregon Laws of 1931, a mimeographed copy of which is encl[illegible].

Y[illegible] very truly
S[illegible] HIGHWAY COMMISSION

By

Secretary

HBG:MC

#1437

RECEIVED
OCT 4 1933
STATE HIGHWAY COMMISSION

GENERAL AUTO ELECTRIC
Genuine Autolite, Bosch, Delco, Remy and North East Battery Service
COR. WESTERN AVE. and MAIN ST.

Lakeview, Oregon Sept 30 1933

Ore State Highway Dept
Salem Ore

Gentlemen:

Refereing, to an account of Glen Bellinger made while graveling the Yellow-Stone cut off. Of $29.75, to date we have not Received Payment, and we are calling your attention to the matter,

Thanking you kindly
Yours Truly
General Auto Elec
M. A. Nicholas

---

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for labor per-
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surety and the

truly
AY COMMISSION

Secretary

#1437

Sept. 25, 1933

Hal E. Hoss
Secretary of State
Capitol Building,
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of the notices of claim filed by Arthur [illegible]. Brown for labor performed amounting to $102.11 against the bond taken from the Union Engineering Company in connection with contract No. 1437 covering work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

In conformance with our usual practice we are sending copy of this claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Sept. 25, 1933

United States Fidelity & Guaranty Co.,
C/o C. O. Price, Porter Building
Portland, Oregon

Gentlemen:

We have received notice that claim has been filed by Arthur C. Brown against the Union Engineering Company for labor performed amounting to $102.11 in connection with contract No. 1437 which was awarded the Union Engineering Company for surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Inclosed herewith is copy of notice of claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Union Engineering Co.
985 No. Summer St.,
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

September 22, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

On September 8th there was received from Emmons & Emmons, Attorneys at Law, Salem, Oregon, and filed in this office a notice of claim by Arthur C. Brown for labor performed in the amount of $102.11 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway, contract No. 1437.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc.s 3

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

COPY

NOTICE OF CLAIM OF ARTHUR C. BROWN VALLEY FALLS-OKERMAN RANCH, SECTION OF LAKEVIEW-BURNS HIGHWAY.

Contract No. 1437.

(Under Section 67-1101, Oregon Code 1930, as amended.)

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersigned, A. C. Brown, has a claim for labor on which there is a balance due of ONE HUNDRED TWO DOLLARS AND ELEVEN CENTS ($102.11) against the bond taken from Union Engineering Company as principal and the United States Fidelity and Guaranty Company as surety, for the work of StateHighway construction on the Valley Falls-Okerman Ranch, section of the Lake View-Burns Highway, 32.2 miles of surfacing, project No. 1507, contract No. 1437, Contractor Union Engineering Company, date of award, November 19, 1932.

The undersigned Claimant further states that the labor so furnished was furnished to the above named Contractor in the prosecution of the work under the above described contract, said labor being services of this Claimant as a truck driver and as a mechanic.

Dated this 7th day of September, 1933.

ARTHUR C. BROWN

Endorsed: File No. 2303
Filed September 8, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

#1437

Dp 1a

September 9, 1933

Emmons & Emmons, Attorneys
306 Oregon Building
Salem, Oregon

Gentlemen:

This will acknowledge receipt of your letter of September 7 inclosing duplicate of original notice, and copy of letter accompanying it, of the claim of A. G. Brown in the sum of $102.11 for labor performed for the Union Engineering Company in connection with the construction of the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway, State Highway Contract No. 1437, which you filed in the office of the Secretary of State.

In accordance with our usual practice, we are today notifying the contractor and his surety of the receipt thereof.

Yours very truly

Secretary

HBG:jn

September 8, 1933

United States Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Gentlemen:

We have today received copy of the original notice filed in the office of the Secretary of State of the claim of A. C. Brown in the sum of $102.11 for the balance due him for services as a truck driver and mechanic rendered the Union Engineering Company in connection with the construction of the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway under state highway contract No. 1437.

This information is given you since you appear as surety on the bond furnished by the above contractor.

Very truly yours

Secretary

HBG:jn
c.c. Union Engineering Company
Salem, Oregon

O. W. EMMONS C. S. EMMONS

EMMONS & EMMONS
LAW OFFICES
306-308 OREGON BLDG.
SALEM, OREGON

September 7, 1933

RECEIVED
SEP 8 - 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
State of Oregon
State Office Building
Salem, Oregon

Gentlemen:

Attention: H. B. Glaisyer, Secretary.

Enclosed is duplicate of original notice and copy of letter accompanying said notice which were sent to the Secretary of State today.

This notice is not required to be sent to you under the statute, but is being done in order that you may have an original of said notice in your files.

Yours very truly,

EMMONS & EMMONS

By: C. S. Emmons

CSE:J
Enc.

September 7, 1933

RECEIVED
SEP 8 - 1933
OREGON
STATE HIGHWAY COMMISSION

Hal E. Hoss
Secretary of State
State House
Salem, Oregon

Dear Sir:

Enclosed is a notice of claim against the bond given for highway construction under the contract described in said notice. This notice is filed under the provisions of 67-1101, Oregon Code, 1930, as amended.

Very truly yours,

[redacted]

By:

CSE:J
C.C. State Highway Commission
Enc.

#1437

August 9, 1933.

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of August 5th together with notice of claim which has been filed by Mr. C. H. Walker in the amount of $152.58 against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

In accordance with our usual practice we are today notifying the surety and the contractor of the filing of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 9, 1933.

United States Fidelity & Guaranty Co.
C/o C. O. Price,
Porter Building
Portland, Oregon

Gentlemen:

We are inclosing a copy of notice of claim amounting to $152.50 which has been filed by Mr. C. H. Walker of Salem against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

RBG:MD

Secretary

cc - Union Engineering Co.,
985 No. Summer St.,
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG [illegible] - 1933
OREGON
STATE HIGHWAY COMMISSION

August 5, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by C. H. Walker has today been filed in this office covering labor performed in the amount of $152.58 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM OF C. H. WALKER
VALLEY FALLS-OKERMAN RANCH SECTION
OF THE LAKEVIEW-BURNS HIGHWAY,
OREGON, Contract No. 1437, (Under
Section 67-1101 Oregon Code, 1930,
as amended by Chapter 280 General
Laws of Oregon, 1931).

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, C. H. WALKER, of Salem, Oregon, has a claim for labor as a skilled laborer driving and operating a heavy duty truck from January 24th to June 1st, 1933, both dates inclusive, of $152.58, against the bond taken from Union Engineering Company as principal, and United States Fidelity and Guaranty Company, a corporation, as surety for the work of State Highway construction on said Valley Falls-Okerman Ranch section of said Lakeview-Burns Highway in Lake and Harney Counties.

Dated August 4th, 1933.

C. H. WALKER
Claimant

STATE OF OREGON,)
) ss.
County of Marion.)

I, C. H. Walker, the claimant above named, being first duly sworn, do on oath depose and say, that I have read the foregoing Notice of Claim and know the contents thereof, and that the same is true as I verily believe.

C. H. WALKER

Subscribed and sworn to before me this 4th day of August, 1933.

(NOTARIAL SEAL)

OTTO K. PAULUS
Notary Public for Oregon

My commission expires February 26th, 1937.

Endorsed: File No. 2290
Filed August 5, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
AUG - 1933

#1437
11 f 1 abc

August 9, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of August 5th together with copies of notice of claim amounting to $149.97 which has been filed by Mr. L. R. Lamb of Salem against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

In accordance with our usual practice we are today notifying the surety and the contractor of the filing of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 9, 1933

United States Fidelity & Guaranty Co.,
C/o C. C. Price,
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim amounting to $168.97 which has been filed by Mr. L. R. Lamb of Salem against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering construction work on the Valley Falls-Cherman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

cc - Union Engineering Co.,
985 N. Summer St.,
Salem, Oregon

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 5 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Mr. L. R. Lamb for labor performed in the amount of $149.97 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

A copy of this notice is enclosed for yourinformation and files together with two additional copies, one of which may be forwarded if desired, tothe principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM OF L. R. LAMB
VALLEY FALLS-OKERMAN RANCH SECTION
OF THE LAKEVIEW-BURNS HIGHWAY,
OREGON, Contract No. 1437, (Under
Section 67-1101 Oregon Code, 1930,
as amended by Chapter 280 General
Laws of Oregon, 1931).

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, L. R. LAMB, of Salem, Oregon, has a claim for labor as a skilled laborer driving and operating a heavy duty truck from January 24th to June 1st, 1933, both dates inclusive, of $149.97 against the bond taken from Union Engineering Company as principal, and United States Fidelity and Guaranty Company, a corporation, as surety for the work of State Highway construction on said Valley Falls-Okerman Ranch section of said Lakeview-Burns Highway in Lake and Harney counties.

Dated August 4th, 1933.

L. R. LAMB
Claimant

STATE OF OREGON,)
) ss.
County of Marion.)

I, L. R. Lamb, the claimant above named, being first duly sworn, do on oath depose and say, that I have read the foregoing Notice of Claim and know the contents thereof, and that the same is true as I verily believe.

L. R. LAMB

Subscribed and sworn to before me this 4th day of August, 1933.

NOTARIAL SEAL

OTTO K. PAULUS
Notary Public for Oregon

My commission expires 2/26/37

RECEIVED
AUG - 1933
OREGON

Endorsed: File No. 2288
Filed August 5, 1933
HAL E. HOSS,
Secretary of State

#1437

2 ip lake

August 9, 1933

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of August 5th together with copies of notice of claim in the amount of $87.60 which has been filed by Mr. Stewart Miner of Salem against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

In accordance with our usual practice we are today notifying the surety and the contractor of the filing of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

August 9, 1933.

United States Fidelity & Guaranty Co.,
C/o C. O. Price, Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim amounting to $87.60 which has been filed by Mr. Stewart Miner of Salem against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 covering construction work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Union Engineering Co.,
985 No. Summer St.,
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG [illegible] - 1933
OREGON
STATE HIGHWAY COMMISSION

August 5, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Mr. Stewart Miner has today filed a notice of claim for labor performed in the amount of $87.60 against the bond taken from Union Engineering Company, principal, and United States Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

NOTICE OF CLAIM OF STEWART MINER
VALLEY FALLS-OKERMAN RANCH SECTION
OF THE LAKEVIEW-BURNS HIGHWAY,
OREGON, Contract No. 1437, (Under
Section 67-1101,Oregon Code, 1930,
as amended by Chapter 280 General
Laws of Oregon, 1931).

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION
OF THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, STEWART MINER, of Salem, Oregon, has a claim for labor as a skilled laborer driving and operating a heavy duty truck from January 24th to June 1st, 1933, both dates inclusive, of $87.60, against the bond taken from Union Engineering Company as principal, and United States Fidelity and Guaranty Company, a corporation, as surety for the work of State Highway construction on said Valley Falls-Okerman Ranch section of said Lakeview-Burns Highway in Lake and Harney Counties.

Dateg August 4th, 1933.

STEWART MINER
Claimant

STATE OF OREGON,)
) ss.
COUNTY OF MARION.)

I, Stewart Miner, the claimant above named, being first duly sworn, do on oath depose and say, that I have read the foregoing Notice of Calim and know the contents thereof, and that the same is true as I verily believe.

STEWART MINER

Subscribed and sworn to before me this 4th day of August, 1933.

(SEAL)

OTTO K. PAULUS
Notary Public for Oregon
My Commission expires February 26, 1937.

Endorsed: File No. 2289
Filed August 5, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
AUG - 1933

#143

[illegible]

July 29, 1933.

Hal E. Hoss, Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 28th together with notice of claim filed by J. L. Fuller against the bond taken from the Union Engineering Company in connection with contract No. 1437 which was awarded them for the surfacing of the Valley Falls-Chewman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

In accordance with our usual practice we are today sending copies of this claim to the surety company and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

July 29, 1935

United States Fidelity & Guaranty Co.
C/o C. O. Price,
Porter Building
Portland, Oregon

Gentlemen:

We are attaching hereto notice of claim filed by J. J. Fuller, in the sum of $207.18, against the Union Engineering Company for material and parts furnished that company in connection with contract No. 1437 which covers the surfacing of the Valley Falls-Chapman Ranch Section of the Lakeview-Burns Highway in Lake & Harney Counties.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Union Engineering Co.,
985 N. Summer St.,
Salem, Oregon

C. N. Laughrige, Chief Deputy

Hal E. Hoss
SECRETARY OF STATE
SALEM, OREGON

July 28, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A statement covering the claim for materials furnished in the amount of $207.18 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Lakeview-Burns Highway has been received from J. J. Fuller and filed in this office today.

A copy of this claim is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss
Secretary of State

HM
encs. 3

[illegible] 1933

Burns, Oregon
July 25, 1933

Claim Notice

Location of work - (Lakeview Burns Highway)

Contractors name (Union Enjineering Co

Bond Co (U.S.Fidelity & Guaranty Co

Description of work(Hauling Gravel Pitt #1
(1 mile haul @ 6¢ per yd mi

1424 yds - $85.44

Parts for trucks - (121.74 Dodge truck parts

(Signed) Yours Truly

J. J. Fuller

Endorsed: File No. 2284
Filed July 28, 1933
HAL E. HOSS,
Secretary of State

#143

2p-1 abc

July 19, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 18 enclosing copies of notice of claim filed by Bennett Motor Company against Union Engineering Company in connection with its contract for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

Copies of the notice are being mailed to the contractor and its surety.

Very truly yours

Secretary

AJ

July 19, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Enclosed is copy of notice of claim filed with the Secretary of State by Bennett Motor Company against Union Engineering Company in connection with State Highway Contract No. 1487 for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

The amount of the claim is $15.60 and is for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
Salem
Oregon

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 19 1933
OREGON
STATE HIGHWAY COMMISSION

July 18, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Bennett Motor Company has filed a notice of claim for materials furnished in the amount of $15.60 against the bond taken from the Union Engineering Company.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

OPY

BENNETT MOTOR COMPANY
Burns, Oregon
July 15, 1933.

Hal E. Hoss,

Secretary of State,

Salem, Oregon,

Dear Sir: Conforming with Chapter 280 (Oregon Laws 1931)

Notice is hereby given that the undersigned-Bennett Motor Company, of Burns, Harney County, Oregon, has a claim to the amount of Fifteen dollars and sixty cents, as per attached itemized bill, against the bond or bondsmen of the Union Egineering Company for material furnished during the months of April and May 1933.

BENNETT MOTOR COMPANY,

By E. B. Bennett

Statement
BENNETT MOTOR CO.
Burns, Oregon

Union Egineering Company,
By J. N. Gallagher.

		1933
April 4	Recharging three Storage Batteries	$3.00
May 5	3-B Batteries	5.85
	1-C Battery	.50
	1- Bolt	.10
	1- Jack	2.75
6	6- Spark Plugs	3.90
17	Credit by C. Battery returned	.50
		15.60

Endorsed: File No. 2278
Filed July 18, 1933
HAL E. HOSS, Secretary of State

RECEIVED
JUL 19 1933
OREGON

#1437

Up lake

July 18, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 17 enclosing copies of notice of claim filed by Salem Iron Works against Union Engineering Company in connection with its state highway contract for the surfacing of the Valley Falls-Ckerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

Copies of the notice are being sent to the contractor and its surety.

Very truly yours

Secretary

AJ

#1437

July 18, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed by Salem Iron Works with the Secretary of State against Union Engineering Company for labor and materials furnished in connection with State Highway Contract No. 1437, awarded to said company, for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

The amount of the claim is $557.28.

This information is transmitted to you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
Salem, Oregon

#1437

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

July 17, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

This office has filed today, a notice of claim by the Salem Iron Works for materials furnished in the amount of $557.26 against the bond taken from the Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Burns-Lakeview Highway, contract No. 1437.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

RECEIVED
JUL 18 1933
OREGON
STATE HIGHWAY COMMISSION

COPY

TO THE SECRETARY OF STATE OF THE STATE OF OREGON: -

NOTICE IS HEREBY GIVEN, That the undersigned, Salem Iron Works of Salem, Oregon, has a claim for labor and materials in the sum of FIVE HUNDRED FIFTY-SEVEN & 26/100 DOLLARS ($557.26) against the bond taken from Union Engineering Company, as principal, and United States Fidelity & Guaranty Company, a corporation, as surety, for the work of graveling the Valley Falls-Okerman Ranch section of the Burns-Lakeview Highway in Lake and Harney Counties, in the State of Oregon, under contract of Oregon Highway Commission No. 1437 and pursuant to which said work was done.

Dated at Salem, Oregon, this 8th day of July, 1933.

SALEM IRON WORKS

By A. C. Gerlinger
General Manager

Endorsed: File No. 2277
Filed July 17, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
JUL 18 1933
OREGON
[illegible]

#1437

[illegible] lake

July 17, 1933

Mr. J. J. Paller
Burns
Oregon

Dear Sir:

This acknowledges receipt of your letter of July 15 advising that you have a claim against Union Engineering Company for hauling and parts furnished for its trucks.

We presume that you have reference to the contract awarded by the State Highway Commission to Union Engineering Company for surfacing the Valley Falls-Chermen Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties. This is state highway contract #1437, in connection with which the above-named company furnished the State with a surety bond for the protection of claims. The bond was written by U. S. Fidelity & Guaranty Company for which C. O. Price is local manager, his address being Porter Building Portland. I suggest that you contact the surety company with regard to your claim, perhaps directing your letter to Mr. G. Cunningham who has been appointed as trustee for disbursing monies earned by the contractor in payment of claims against the project. Mr. Cunningham is in the office of Mr. Porter.

We also suggest that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed.

Very truly yours

Secretary

RBG:AJ

July 17, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We have received the following letter from J. J. Fuller, Burns, Oregon:

> "I have a bill against the Union Engineering Co. for hauling and parts furnished for their trucks.
>
> "Can you do any thing about it. Please let me know and I will send you an itemized statement of it."

Evidently the claim was incurred in connection with State Highway Contract No. 1457 which was awarded to the above-named company for the construction of the Valley Falls-Okerman Bench Section of the Lakeview-Burns Highway.

This information is being sent you as you appear as surety on the contractor's bond which was furnished in connection with the project above described.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
Salem, Oregon

ns Oreg
July I5,I933

State Highway Dept.
Salem Oreg
Dear sir

I have a bill against the Union Enjinerring co for hauling and parts furnished for their trucks.

Can you do any thing about it. Please let me know and I will send you an itimized statement of it

Yours Truly

J. J. Fuller

RECEIVED
JUL 17 1933
OREGON
STATE HIGHWAY COMMISSION

#1437

July 14, 1953

Bennett Motor Company
Burns
Oregon

Attention of Mr. E. B. Bennett

Gentlemen:

This acknowledges receipt of your letter of July 12 advising us of your claim, in the sum of $15.60, against Union Engineering Company.

The State Highway Commission awarded to Union Engineering Company Contract No. 1437 for the surfacing of the Valley Falls-Sherman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, and required the contractor to furnish the State with a surety bond for the protection of claims.

The contractor became somewhat financially involved and as a result payments in connection with the work were assigned to Mr. G. Cunningham who represents U. S. Fidelity & Guaranty Company, which appears as surety on the bond; Mr. Cunningham disburses the funds due the contractor in payment of claims against the job. Mr. Cunningham's address is 1208 Porter Building, Portland.

I suggest that you file immediately your claim with the representative of the bonding company so that he will be advised thereof and give him evidence that your claim is a just one against the bond. I further suggest that you file notice of your claim with the Secretary of State in conformance with the provisions of Chapter 280, Oregon Laws for 1951, a copy of which is attached for your information.

Very truly yours

Secretary

HBG:AJ

July 14, 1935

U. S. Fidelity & Guaranty Company
% Mr. G. Cunningham
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of letter received from Bennet Motor Company, Burns, concerning its claim against Union Engineering Company which was incurred in connection with the contract awarded to said contractor for the surfacing of the Valley Falls-Sherman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

This information is being sent you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
965 N. Summer St.
Salem, Oregon

BENNETT

EVROLET and PONTIAC
AUTOMOBILES

E. B. BENNETT

Bennett Motor Company
Burns, Oregon

July 12, 1933.

RECEIVED
JUL 14 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Ore.

Gentlemene: Re: Union Engineering Co.
Yellowstone Road.

The above contractors completed the job on the Yellowstone road in May and left, owing us a small open account. They advised us to mail our bill in to Portland and remittance would come to us. We have done this several times and have not had a reply from our statements. The amount that is now due us is $15.60 and if you could kindly advise us what steps to take to make this collection we would appreciate it very much.

Thanking you for this information,

We are,
Very truly yours,

E.B. Bennett.

Bennett Motor Company.

#1437

July 14, 1933

Model Food Market
273 North High
Salem, Oregon

Attention of Mr. E. Warner, Bookkeeper

Gentlemen:

We thank you for your letter of July 13 advising that the Union Engineering Company has paid its account with you in full.

We are transmitting this information to the contractor and the surety on its bond.

Very truly yours

Secretary

HBG:AJ

July 14, 1935

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

The following letter was received today from Model Food Market, Salem, relative to their claim of $5.74 against Union Engineering Company in connection with the state highway contract that was awarded to them for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway:

> "This is to advise that the Union Engineering Company account is paid in full."

This information is given you as you appear as surety on the contractors' bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
965 N. Summer St.
Salem, Oregon

DIAL PHONE 4111

Model Food Market

375 NORTH HIGH STREET
SALEM, OREGON

EDW. SCHUNKE
A. J. ENGLEBART
WM. F. PERLICH

July 13, 1933.

RECEIVED
JUL 14 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Dept.,
Salem, Oregon.

Gentlemen:

This is to advise that the Union Engineering Company account is paid in full.

Yours very truly,
Model Food Market,
By E. Werner
Bkpr.

#1437

July 18, 1933.

United States Fidelity and Guaranty Co.
C/o C. O. Price, Resident Agent
Porter Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of the notice of claim of the Salem Iron Works in the sum of $557.36 against the bond furnished by the Union Engineering Company in connection with State Highway Contract No. 1437 which covers the surfacing of the Valley Falls-Okerman Ranch Section of the Burns-Lakeview Highway in Lake and Harney Counties.

This information is given you as you appear as surety on this bond.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Union Engineering Co.
985 No. Summer St.,
Salem, Oregon

July 18, 1933

Salem Iron Works
Salem, Oregon

Attention: A. C. Gerlinger,
General Manager

Gentlemen:

This acknowledges receipt of the notice of your claim against the Union Engineering Company in the sum of $557.26 for labor and materials furnished that company in connection with their contract for the surfacing of the Valley Falls-Okerman Ranch Section of the Burns-Lakeview Highway in Lake and Harney Counties, State Highway Contract No. 1437.

In conformance with the provisions of the Oregon Statutes affidavit of your claim should be filed with the Secretary of State in order to hold the bond responsible and liable after the expiration of a period of 6 months after the date of completion of the project.

The bond furnished in connection with this contract was written by the United States Fidelity and Guaranty Company for whom C. O. Price, with offices in the Porter Building, Portland, is the Resident Agent.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

RECEIVED
JUL 1 8 1933
OREGON

TO STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:-

NOTICE IS HEREBY GIVEN, That the undersigned, Salem Iron Works of Salem, Oregon, has a claim for labor and materials in the sum of FIVE HUNDRED FIFTY-SEVEN & 26/100 DOLLARS ($557.26) against the bond taken from Union Engineering Company, as principal, and United States Fidelity & Guaranty Company, a corporation, as surety, for the work of gravelling the Valley Falls-Okerman Ranch section of the Burns-Lakeview Highway in Lake and Harney Counties, in the State of Oregon, under contract of Oregon Highway Commission No. 1437 and pursuant to which said work was done.

Dated at Salem, Oregon, this 8th day of July, 1933.

SALEM IRON WORKS,
By
General Manager

#1437
Hy-1a

July 7, 1933

Model Food Market
273 North High Street
Salem, Oregon

Gentlemen:

We are in receipt of your bill against Union Engineering Company in the sum of $3.74.

It is presumed that the claim is in connection with the State Highway Contract that was awarded to said company for the surfacing of the Valley Falls-Ckerman Ranch Section of the Lakeview-Burns Highway, State Highway Contract #1437.

All contractors who are the successful bidders on state highway jobs are required to furnish the State with a surety bond for the protection of all labor and material claims against the project. Union Engineering Company furnished such a bond, which was written by United States Fidelity & Guaranty Company. Its local manager is Mr. C. O. Price, Porter Building, Portland. This bond is offered to you for the protection of your claim.

We suggest that you notify Mr. Price of your bill, if it is in connection with the above-described job. If no settlement is made within a short time we advise that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws for 1931. A copy of this law is enclosed for your information.

We are writing the surety company today and are informing it of your claim.

Very truly yours

Secretary

AJ

July 7, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

It appears that Model Food Market, Salem, Oregon, has a bill against Union Engineering Company in connection with its contract for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

The amount of the claim is $5.74.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
985 N. Summer St.
Salem, Oregon

#1437
4-10be

DIAL PHONE 4111
275 NORTH HIGH STREET
SALEM, OREGON, July 1 1933 NO.

Model Food Market

"QUALITY MEATS and GROCERIES"

collections
essential to successful business. We request prompt payment in the same courteous manner that we solicit your esteemed trade.

All bills due and payable first of month following purchase.

SOLD TO
M Union Engineering Co.

By J. H. Gallagher

Jan. 21	Mdse	28.49	
April 8	Credit by cash		10.00
" 13	" Acct.		12.75
	Balance	5.74	

---

its contract, provided the money is needed for the payment of claims outstanding against this project. In the event the final warrant represents profit on the job, it will be held in this office in response to the garnishment which has been filed.

I suggest that you contact the U. S. Fidelity & Guaranty Company, Porter Building, Portland, if you have a claim against the above-mentioned contractor.

Very truly yours

Secretary

HBG:AJ

#1437

July 6, 1938

National Hospital Association
Mohawk Building
Portland, Oregon

Attention of Mr. W. J. Page

Gentlemen:

Replying to your inquiry of July 1 concerning final payment to Union Engineering Company:

The warrant covering final payment is now in the hands of our attorney and will be delivered to U. S. Fidelity & Guaranty Company, which wrote the bond for the Union Engineering Company in connection with its contract, provided the money is needed for the payment of claims outstanding against this project. In the event the final warrant represents profit on the job, it will be held in this office in response to the garnishment which has been filed.

I suggest that you contact the U. S. Fidelity & Guaranty Company, Porter Building, Portland, if you have a claim against the above-mentioned contractor.

Very truly yours

Secretary

HBG:AJ

PROTECTION YOU CANNOT AFFORD TO BE WITHO

NATIONAL HOSPITAL ASSOCIATION
INCORPORATED
NATIONAL HOSPITAL ASSOCIATION
LARGEST IN AMERICA

OFFICERS
S. C. SLOCUM, PRESIDENT
C. G. SABIN, V-PRES & TREAS
C. C. BECHTOLD, SEC & GENL MANAGER

HOME OFFICES TOP FLOOR MOHAWK BUILDING
PHONE ATWATER 5291

PORTLAND, OREGON,

July 1st, 1933.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Glaisyer:

Will you be kind enough to look up your records of the Union Engineering Company, J. H. Gallagher and inform me when this Company will receive the final estimate on the Lakeview-Burns job.

Thanking you for your trouble and with kindest personal regards, I am

Yours very truly,

W. J. Page

WJP/Mc

1100

Warrant to Claimant 7/5

July 8, 1933

Mr. Forest Cooper
Resident Engineer
Bend, Oregon

Dear Sir:

Replying to your communication of July 5, the bond furnished by the Union Engineering Company in connection with its contract for the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties was written by the United States Fidelity & Guaranty Company for which C. O. Price is local manager. His offices are in the Porter Building, Portland, Oregon.

Very truly yours

Secretary

HBG:AJ

2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

Bend, Oregon.
July 5th.1933

Mr. R. H. Baldock,
State Highway Engineer.
Salem, Oregon.

Dear Sir:-

Will you kindly advise me as to the name and address of the company which bonded the Union Engineering Company on the contract that they recently completed on the Lakeview-Burns Highway. Job Prefix 13 T.E., contract number 1437. I have had a number of inquiries for this information.

Very truly yours
Forrest Cooper
Forrest Cooper
Resident Engineer.

RECEIVED
JUL 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

#1437

[illegible]

June 22, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 21 enclosing copies of notice of claim filed by General Grocery Company against Union Engineering in connection with its contract for the surfacing of the Valley Falls-Okerman Ranch of the Lakeview-Burns Highway in Lake and Harney Counties.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

June 27, 1933

United States Fidelity & Guaranty Co.
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with the Secretary of State by General Grocery Company against Union Engineering Company in connection with its contract for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, State Highway Contract No. 1457.

The claim is in the sum of $209.90 and is for provisions furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

June 21, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by General Grocery Company, Inc. for materials furnished in the amount of $289.98 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

TO THE STATE OF OREGON,
Salem, Oregon.

Notice is hereby given that the undersigned, the General Grocery Company Inc. of Portland, Oregon, has a claim for provisions furnished as per attached invoices in the sum of Two Hundred Eighty Nine and 98/00 Dollars, ($289.98) against the bond taken from the Union Engineering Co. and the United States Fidelity & Guaranty Co. for the work of contract #1437 of the surfacing of 32.2 miles of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties in the State of Oregon.

GENERAL GROCERY COMPANY, Inc.

By Mason Ehrman
Secty

GENERAL GROCERY COMPANY, Inc.
WHOLESALE GROCERS

First, Ankeny, Burnside and Front Streets
Telephone Atwater 2361
Portland, Oregon

3 9 33 L

Sold To UNION ENGINEERING CO.
VALLEY FALLS ORE
TERMS 1%

FOR OREGON STATE HIGHWAY JOB # 1437

3	CS 6/10 Campbells Asstd Jam	1½	10 25	15 38
2	Jackets 5 Gal Snowshoe Syrup	2	3 85	7 70
1	SX 50# Sperry Pancake Flour	1/4	6 85	1 71
4	BX 25# 40/50 Prunes	100	4 1/4	4 25
3	BX 25 CH Dried Apricots	75	8 1/2	6 38
3	BX 25 Orego Seedless Raisins	75	4	3 00
1	Only 1# Tin R C Grd Cinnamon	1/12	4 45	37
1	Only 1# Tin R C Grd Black Pepper	1/12	2 90	24
1	# Paprica	1		38
1	Only QT G A Vanilla Ext	1/12	17 00	1 42
1	SX 100# Holly Sugar	1		3 95
2	Tins 60# Beaver S C Coffee	120	21	25 20
2	CS 6/10 W S Bkn Sli P/Apple	1		5 40
2	CS 6/10 W S Apricots	1		3 60
2	CS 6/10 W S Blackberries	1		3 00
2	CS 6/10 W S Gooseberries	1		4 85
2	CS 6/10 W S Halves Peaches	1		3 75
2	CS 6/10 W S Raspberries	1		5 40
2	CS 6/10 W S Beans	1		4 25
1	CS 6/10 W S Sli Beets	½	4 00	2 00
2	CS 6/10 W S Golden Corn	1		6 00
2	CS 6/10 W S Swt Melt Peas	1		7 00
2	CS 6/10 W S Pumpkin	1		3 50
4	CS 6/10 P S Tomatoes	2	4 75	9 50
1	CS 6/ Gal Yolo Lge Dill Pickles	½	5 25	2 63
		FWD		130 88

		FWD			130 86
1	CS 6/ Gal Yolo Swt Pickles	½	12 00		6 00
2	Only 10# Calumet Bak Pwd	1/6	16 10	2 68	
	Less 9 %			24	
					2 44
3	BX Soda Crackers	48	10		4 80
5	SX 98 Sperry Bakers Flour	2½	4 65		11 63
2	SX 45# Peacock Ro Oats	2	1 22		2 44
½	DZ Hooker Lye	½	1 00		50
½	DZ Lge Citrus Pwd	½	2 10		1 05
12	CS 48 Tall Morning Milk	12	2 15		25 80
1	BX 30# Pwd Sugar	3/10	5 70		1 71
1	Tin 5 Gal 77 Oil	1			2 75
1	CS 6/10 W S Rhubarb	½	4 00		2 00
1	CS 6/10 W S Red Sour Cherries	½	4 85		2 43
1/4	DZ 10 W S Royal Anne Cherries	1/4	3 50		88
1/4	DZ 10 W S Stwby	1/4	5 50		1 38
					196 67

2	CS 24 Lge Citrus Powder	2	4 10		8 20
1	DZ Listerine Tooth Paste	1			2 12
2	Tins 60# Beaver S C Coffee	120	21		25 20
2	SX 48 Yellow Corn Meal	2	83		1 66
1	SX 98# Sperry Pancake Flour	½	6 65		3 33
2	SX 100# Holly Sugar	2	3 95		7 90
1	CS 6/10 W S Halves Peaches	½	3 75		1 88
1/4	DZ 10 W S Blackberries	1/4	3 00		75
1/4	DZ 10 W S Gooseberries	1/4	4 85		1 21
1	CS 6/10 W S Apricots	½	4 15		2 08
1	BX 30# Pwd Sugar	3/10	5 70		1 71
1	CS 24/1 Staley Corn Starch	1			1 50
2	Ctn Diamond Matches	1/12	6 50		54
1/6	DZ Qts Purex	1/6	1 50		25
2	Jacket 5 Gal Snowshoe Syrup	2	3 75		7 50
1	Tin 1# R C Paprica	1/12	5 50		46
12	CS 48 Tall Morning Milk	12	2 15		25 80
1	Tin 10# Calumet Baking Pwd	1/12	16 10	1 34	
Less 9%				12	
					1 22
					93 31

DUPLICATE

Endorsed: File No. 2265
Filed June 21, 1933
HAL E. HOSS
Secretary of State

#1437

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

[illegible] - Tale

OREGON STATE HIGHWAY COMMISSION
SALEM

June 19, 1933

Mr. George M. Shaw,
Burns, Oregon.

Dear Sir:

Your letter of June 7th addressed to Mr. Leslie M. Scott, Chairman of the Oregon State Highway Commission, relative to the bill of $37.53 against the Union Engineering Company has just come to the desk of the writer.

The Union Engineering Company is the contractor with this department under contract No. 1437 covering the Valley Falls-Okerman Section of the Lakeview-Burns Highway. The United States Fidelity & Guaranty Company, C. O. Price, agent, 1208 Porter Building, Portland, Oregon, is surety under the contract bond.

At the present time all funds earned under the contract have been and are being assigned to G. Cunningham, Trustee, who is taking care of payments of claims incurred on the work. As far as this department is concerned there are two payments yet to be made, one consisting of the semi-final estimate and the other will be the final estimate, when matters connected with the contract finally are settled.

In order to secure payment of your claim it is suggested that you transmit the same to G. Cunningham, Trustee, 1208 Porter Building, Portland, Oregon. If payment is not received and you desire to protect yourself under the terms of the bond, it is suggested that you consider filing your claim under the terms of Section 67-1101, Oregon Code 1930, as amended by Section 1 of Chapter 280, Oregon Laws 1931. It may be stated that the only effect of the amendment of 1931 was to reduce the time in which claims could be filed from one year to six months immediately following the completion of the contract and the acceptance of the work.

Yours very truly

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:FW

cc Leslie M. Scott,
H. B.Glaisyer

MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

REFERRED TO
[illegible]
by [illegible]

Please advise
Mr. Scott

June 10, 1933.

Mr, Baldock:

Here is a letter from George M. Shaw, of Burns, Oregon, asking how he may collect $37.53 from J. H. Gallagher, representing the Union Engineering Company. Mr. Shaw asks whether the contracting company has received final estimate.

Yours truly,

Scott

enc.

Burns Blacksmith and Welding Shop
GEO. M. SHAW, Proprietor
Burns, Oregon

June 7, 1933

Mr. Leslie M. Scott
Chairman of State Highway Com.
Salem Ore

My dear Mr. Scott:

J. H. Gallegher representing The Union Engineering Co. who had a surfacing job on the Yellowstone Cut Off near Burns asked for credit at my shop and this was granted.

The first charge made was on Apr. 29, and the other charges covered a period running through May 10, 1933. The entire amount was $37.53.

Mr. Gallagher said that he would make a settlement by May 20th, but he moved his equipment and left without notifying me.

Will you kindly advise me if this company have received their final estimate. Any other information would be greatly appreciated.

Very truly yours,

George M. Shaw (by [illegible])
Burns, Oregon.

#1437

June 19, 1933

General Grocery Company, Inc
8 to 28 S. W. First Avenue
Portland, Oregon

Attention of Mr. F. A. Dudley, Credit Department

Gentlemen:

Reference is made to your letter of June 16 concerning your claim against Union Engineering Company for supplies furnished in connection with their contract No. 1437 for the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

The Union Engineering Company has completed their contract and final estimate is now in process of payment. Warrant for such will, no doubt, be issued within the next two weeks.

In order to protect yourselves on the bond furnished by the contractors in connection with the above-described job, we suggest that you file notice of your claim in conformance with the provisions of Chapter 280, Oregon Laws for 1931, a mimeographed copy of which is enclosed. Would also suggest that you present your claim to the bonding company which is represented by G. Cunningham, 1208 Porter Building, Portland, Oregon.

We have no special forms for the filing of claims, but they should be in the form substantially the same as shown in the mimeographed copy of the law.

Very truly yours

Secretary

HBG:AJ

[illegible]
[illegible]

June 19, 1933

Union Engineering Company
Salem
Oregon

Gentlemen:

This is to inform you that we have today received information from General Grocery Company, Portland, to the effect that you are indebted to them in the sum of $280.98 for supplies furnished you in connection with the contract for the surfacing of the Valley Falls-Okarman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

Very truly yours

Secretary

HBG:AJ

cc G. Cunningham
1208 Porter Building
Portland, Oregon

GENERAL GROCERY COMPANY INC
MANUFACTURING
WHOLESALE GROCERS
8 TO 28 S. W. FIRST AVENUE
PORTLAND, OREGON

June 16,1933

RECEIVED
JUN 17 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

We have been advised that the Union Engineering Co. has completed their highway contract No.1437, for the construction of the Valley Falls-Okerman Ranch Section of the Lakeview Burns Highway, and that the final estimate has been sent in. This firm is owing us for March of this year, $289.98 and we wish to file our claim with you as per statement enclosed. If there are any forms to be filled out and filed with you, will you be kind enough to forward them to us?

Thanking you for your courtesy, we remain

Yours very truly,

F. A. Dunley
Credit Dept.

FAD

PERFECTION IN
PREFERRED STOCK
CANNED GOODS

*1437

GENERAL GROCERY COMPANY, Inc.
WHOLESALE GROCERS

PHONE, ATWATER 2381
FIRST, ANKENY, BURNSIDE AND FRONT STS.
PORTLAND, OREGON

IN ACCOUNT WITH JUNE 16 1933

UNION ENGINEERING CO
VALLEY FALLS ORE

INTEREST AT THE RATE OF 6 PER CENT PER ANNUM WILL BE CHARGED ON ALL BILLS NOT PAID AT MATURITY

DATE	TERMS	CHARGES	CREDITS	TOTAL CHARGES THIS MONTH	BALANCE
BALANCE BROUGHT FORWARD FROM PREVIOUS MONTH					
MAR					
2	1%	93 31			
9	1%	196 67			289 98

Commissioner

copy of
eering Com-
Brown and
of Union
f Valley

se claims

yours

ecretary

#1437

[illegible]

June 19, 1935

Bureau of Labor
101 Courthouse
Portland, Oregon

Attention of Mr. Charles H. Elrey, Deputy Commissioner

Gentlemen:

This acknowledges receipt of carbon copy of letter of June 15, directed to Union Engineering Company demanding payment for wages due C. H. Walker, Stewart Minar, Arthur C. Brown, Francis A. Brown and Laurel Lamb, who were employed on contract of Union Engineering Company for the construction of Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

We are today making a record of these claims in the file of this project.

Very truly yours

Secretary

HBG:AJ

[illegible] AND DEPUTY
[illegible]SIONER OF LABOR

BRANCH OFFICE
101 COURTHOUSE
PORTLAND, OREGON

STATE OF OREGON
BUREAU OF LABOR
C. H GRAM
COMMISSIONER
CAPITOL BUILDING
SALEM, OREGON

O. D. MATTHEWS, DEPUTY
324 N. SIXTH STREET
KLAMATH FALLS, OREGON

FRED O. SMALL, ATTORNEY
MELHASE BUILDING
KLAMATH FALLS, OREGON

RECEIVED
JUN 1[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

Portland, Oregon,
June 15, 1933.

Union Engineering Company,

Salem, Oregon.

Attention: Mr. J. H. Gallagher

Gentlemen:

You will find enclosed written formal notice of demand for wages due the laborers whose names are listed, in amounts set opposite their names, for work performed on the Valley Falls Section of the Yellowstone Cutoff on the Oregon State Highway; and attached to said demand you will find duplicate copies of the assignments of said laborers to the Bureau of Labor, said assignments evidencing the authority of the Commissioner of Labor to act on behalf of these wage claimants. These are served upon you for the purpose of conforming with the requirements of Chapter 287, Oregon Laws, 1931, as amended in Chapter 279, Oregon Laws 1933, and payment may be made either to the Salem office of the Bureau in the Capitol Building, or to the branch office of the Bureau at 101 Court House, Portland, Oregon.

Kindly give this matter your immediate attention.

Yours truly,

BUREAU OF LABOR

By Charles H. Elrey
Deputy Commissioner of Labor

CHE/GK
Enc.

Copy: U. S. Fidelity & Guaranty Co.,
c/o R. W. Schmeer & Co.,
411 Wilcox Building,
Portland, Oregon.

Oregon State Highway Commission,
Salem, Oregon.

[illegible]
BUREAU OF LABOR
101 Court House
PORTLAND, OREGON

COPY

DEM[illegible] FOR PAYMENT OF WAGE CLA[illegible]

Union Engineering Company,
Name of Employer

Salem, Oregon.
Address of Employer

TO THE ABOVE NAMED EMPLOYER:

Demand is hereby made upon you to pay to the Commissioner of the Bureau of Labor, Capitol Building, Salem, Oregon, the amount hereinafter indicated as the "Total Amount Due", in full payment of wage claims due, owing and unpaid the respective individuals hereinafter named, in amount set opposite their respective names, which said wage claims have been assigned to the Commissioner of the Bureau of Labor.

This written demand together with the attached duplicate copies of the individual wage claims which evidence due authority to act in behalf of the Claimants therein named, is served upon you in compliance with Chapter 279, Oregon Laws, 1933.

Following is a list of claimants hereinabove referred to showing amount of respective claim opposite each name:

Name	Amount	Name	Amount
C. H. Walker	$46.44		
Stewart Miner	36.00		
Arthur C. Brown	96.20		
Francis A. Brown	10.00		
Laurel Lamb	44.03		

$ 232.67
Total Amount Due

Very truly yours,

C. H. Gram

COMMISSIONER OF OREGON BUREAU OF LABOR.

By Charles H. Elrey
Deputy Commissioner of Labor.

The undersigned Deputy Commissioner of Labor hereby certifies that I did during business hours on the _____ day of ___________ 19___, serve upon ________________, personally, the written demand for payment, of which the foregoing is a true and correct copy, and that attached thereto were duplicate copies of assignments of wage claims for each of the Claimants named above.

Dated at _____________,Oregon, this ___day of _________19___.

Bureau of Labor.
Salem, Oregon.

____
Deputy Commissioner of Labor.

#1437

Elf - Lake

June 15, 1933

Hon. Hal E. Hoss,
Secretary of State,
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of June 12 enclosing copies of notice of claim filed by Edward Hines Western Pine Company against Union Engineering Company and its surety for materials furnished in connection with State Highway Contract No. 1437, surfacing of Valley Falls-Okerman Ranch Section of Lakeview-Burns Highway in Lake and Harney Counties.

Copies of the notice are being mailed to the contractor and United States Fidelity & Guaranty Company.

Very truly yours

Secretary

AJ

June 15, 1935

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed by Edward Hines Western Pine Company with the Secretary of State against Union Engineering Company and its surety in connection with State Highway Contract No. 1437, surfacing of Valley Falls-Cherman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

The claim is in the amount of $55.00 for materials furnished.

This information is given you as you appear as surety on Union Engineering Company's bond.

Very truly yours

Secretary

AJ

cc Union Engineering Co.
985 N. Summer St.
Salem, Ore.

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUN 15 1933
OREGON
STATE HIGHWAY COMMISSION

June 12, 1933

Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Edward Hines Western Pine Company for materials furnished in the amount of $33.90 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway has been filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
enc 3

COPY

Home Office
105 West Adams Street
Chicago, Illinois

Telegraph Office: Burns, Oregon
Mills and Post Office:
Hines, Harney County, Oregon

EDWARD HINES
WESTERN
PINE
CO.

Hines, Harney Co., Oregon
June 9, 1933.

Mr. Hal E. Hoss,

Secretary of State,

Salem, Oregon.

Dear Sir:

Notice is hereby given that the undersigned, Edward Hines Western Pine Company, has a claim for material furnished in the sum of $33.90 against the bond taken from United States Fidelity & Guaranty Company, Porter Building, Portland, Oregon, for the work performed in connection with the Union Engineering Company Contract No. 1437 which covered road construction on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

Very truly yours,
EDWARD HINES WESTERN PINE COMPANY,
T. J. Rowan
AUDITOR.

T. J. Rowan
RWS

Endorsed: File No. 2260
Filed June 12, 1933
HAL E. HOSS,
Secretary of State

[illegible] OFFICE
168 WEST ADAMS STREET
CHICAGO, ILLINOIS

TELEGRAPH OFFICE: BURNS, OREGON
MILLS AND POST OFFICE:
HINES, HARNEY COUNTY, OREGON

Ilp/ab

**EDWARD HINES
WESTERN
PINE
CO.**

RECEIVED
JUN 5 - 1933
OREGON
STATE HIGHWAY COMMISSION

HINES, HARNEY CO., OREGON
June 2, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. B. Glaisyer, Secretary

Gentlemen:

We thank you very much for your letter of May 29th in connection with our claim of $33.90 against the Union Engineering Company. We are this date writing the bonding company and filing our claim with the Secretary of State.

Very truly yours,

EDWARD HINES WESTERN PINE CO.

T. J. Rowan
Auditor
RWS

Auditor.

[illegible] Union Engineering Co.
CPS [illegible]
cc H. B. Glaisyer
Office.

[illegible]
[illegible]
Leslie M. Scott, Chairman, Portland
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

R. H. Baldock
State Highway Engineer
Salem

#1437

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

#1437

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Union Engineering Company
685 North Summer Street
Salem, Oregon.

Gentlemen:

I am enclosing for your signature before a notary public our voucher for $3,003.13 covering estimate 4, Semi Final, contract 1437.

At the request of the state highway commission attorney, I have caused the voucher to be written up assigned to G. Cunningham, trustee, in the same manner as the last estimate was passed. Please note that we have been requested to secure the signature of both the president and secretary of the company to the assignment form attached to the inside of the voucher and this should be signed before two witnesses.

Yours respectfully,
R. H. BALDOCK,
State Highway Engineer.
By Carl F. Smith
Auditor.

CFS L
cc H. B. Glaisyer
Office.

4.11.39
#143
3 p labe

May 29, 1933

United States Fidelity and Guaranty Co.
C/o G. O. Price, Porter Building
Portland, Oregon.

Gentlemen:

This letter is to inform you, as surety on the bond furnished in connection with contract No. 1437 which was awarded to the Union Engineering Company for construction on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, that we have today received notice from the Edward Hines Western Pine Company of Hines, Harney County, Oregon, that they have a claim in the sum of $33.90 against this contract for lumber and warehouse supplies furnished in connection with this project.

We presume that this claim will be taken care of along with others outstanding against this work.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC
Secretary

cc - Union Engineering Co.
985 No. Summer St.,
Salem, Oregon

May 29, 1933

Edward Hines Western Pine Co.
Hines, Harney County, Oregon

Attention: T. J. Rowan, Auditor

Gentlemen:

This acknowledges receipt of your letter of May 26th in which you advise us of your claim in the sum of $33.90 against the Union Engineering Company for lumber and supplies furnished them in connection with contract No. 1437 which covered road construction on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

In connection with this contract the Union Engineering Company was required to furnish a bond for the protection of claims incurred against this project. This bond was written by the United States Fidelity and Guaranty Company for whom C. O. Price, with offices in the Porter Building, Portland, is the resident agent. We offer this bond to you for the protection of your claim and would suggest that you take the matter up with the bonding company and also file notice of your claim with the Secretary of State, in conformance with the provisions of the Oregon Statutes covering such matters, a mimeographed copy of which is inclosed.

I might state further that payments in connection with this contract have been assigned by the Union Engineering Company to Mr. G. Cunningham, trustee, who is connected with the United States Fidelity and Guaranty Company. It is my understanding that Mr. Cunningham is to see that monies received for work performed by the contractor are disbursed in payment of claims against this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

AMS STREET
CHICAGO, ILLINOIS

TELEGRAPH OFFICE: BURNS, OREGON
MILLS AND POST OFFICE:
HINES, HARNEY COUNTY, OREGON

EDWARD HINES
WESTERN
PINE
CO.

HINES, HARNEY CO., OREGON

May 25, 1933.

State Highway Department,
Salem, Oregon.

Attention Mr. R. H. Baldock,
Engineer.

Gentlemen:

Under date of February 17th we sold the Union Engineering Company lumber amounting to $33.58 and warehouse supplies amounting to $.32, total $33.90. Payment was to have been made within thirty days from date of sale and to date we have not been paid.

It is our understanding the Union Engineering Company had contract No. 1437, State Highway Department, covering portion of the road between Burns and Lakeview over the Yellowstone Cutoff and no doubt the contract was bonded. It is possible their Mr. Galligher overlooked this account in paying his other bills in Burns, but we will appreciate your protection of the payment if it is possible. Will you kindly communicate with Mr. Galligher in Salem and advise us as to just why he has not met this obligation, or if you can protect us in this?

We assure you that your cooperation will be very much appreciated.

Very truly yours,

EDWARD HINES WESTERN PINE COMPANY.

T. J. Rowan
Auditor
RWS
cc Mr. J. H. Galligher
985 N. Summer Street
Salem, Oregon.

#1437

May 26, 1935

Colyear Motor Sales Co.
Eighth and Couch Streets
Portland, Oregon

Attention: O. H. Marcellus,
Credit Manager

Gentlemen:

Reference is made to your letter of May 25th in which you advise us of your claim in the sum of $101.15 against the Union Engineering Company for services rendered in connection with their contract for the surfacing of a portion of the Lakeview-Burns Highway.

An arrangement has been made for settlement of claims incurred against this project whereby the Union Engineering Company has assigned all payments due them in connection with this work to a trustee who is to approve the payments. This trustee is Mr. G. Cunningham of the United States Fidelity and Guaranty Company whose offices are in the Porter Building, Portland, Oregon. The United States Fidelity and Guaranty Company appears as surety on the bond furnished by the Union Engineering Company in connection with this project. I would suggest that you contact Mr. Cunningham for further details.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

COLYEAR MOTOR SALES COMPANY

AUTHORIZED DISTRIBUTORS

AUTOMOTIVE REPLACEMENT PARTS

GENUINE STANDARD UNITS

EIGHTH AND COUCH STREETS
PORTLAND, OREGON

LOS ANGELES
SAN FRANCISCO
FRESNO
OAKLAND
LONG BEACH
SACRAMENTO
HOLLYWOOD
PORTLAND
SALEM
MEDFORD
SEATTLE
SPOKANE
TACOMA
YAKIMA
WALLA WALLA
BOISE

MEMBER OF
N.A.P.A.
National Automotive Parts Association

May 25, 1933

H. B. Glaisyer,
Sec. State Highway Comm.,
Salem, Oregon.

Dear Sir:

We recently received an inquiry from your office at Bend, signed by W. O. Widdows, requesting status of our account with the Union Engineering Company, who had a surfacing contract with the State Highway Commission on the Lakeview-Burns Highway.

These people are owing us $101.15 now and, upon advising Mr. Widdows of this fact, he suggests that we take this matter up with you as he states there has been some controversy over the balance of funds due the Union Engineering Company.

Will you please advise if there is anything we can do to protect ourselves insofar as the balance on our account is concerned.

Yours very truly,

COLYEAR MOTOR SALES COMPANY

O H Marcellus

O. H. Marcellus
Credit Manager

OHM:MN

#1437

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 15, 1933

Mr. H. B. Glaisyer,
Office.

Dear Sir:

Herewith we hand you executed copy of agreement by and between the United States Fidelity & Guaranty Company and the Union Engineering Company relative to the handling of funds earned under Contract No. 1437, covering the Valley Falls-Okerman Section of the Lakeview-Burns Highway.

This is accompanied by executed power of attorney and by form acknowledging receipt of payment of estimate No. 3 in the amount of $9,239.93. It is presumed that you will desire to file these items with the contract.

We also are inclosing a copy of the minutes of one of the meetings of the corporation, together with correspondence relative to several bills against the job.

We have a file covering other correspondence on the matter, which file is being retained in this office.

Yours very truly

J. M. DEVERS

By JWDeSouza
J. W. DeSOUZA

JWD:PW
Inc.

GENERAL CONTRACTORS
Gravel Plant
Salem, Oregon

UNION ENGINEERING CO.
~~Terminal Sales Building~~
~~Portland~~, Oregon
985 N Summer St.
Salem, Or.

May 22,1933

H.B.Glaisyer, Secretary
State Highway Commission
Salem, Oregon

Sir:

I hand you herewith Estimate #3 on Oregon State Highway # 1437 duly signed by the corporation, by Carl S.Smith, Mr.R.H.Bladock, State Highway Engineer, Mr.L.M.Scott, Chairman of the commission, and by Mr.Carl G.Washburn of the commission.

attached to contract

I attach authority from the corporation's board of directors for my signature.

This, I believe puts the voucher in the proper form for the payment of the money. It is very urgent that the money be made available today in sufficient time to get the check deposited in the Portland bank, that I may at once proceed to the job and issue the checks to the men tomorrow when it is expected they will finish the work and be anxious to get home.

Yours very truly,

Union Engineering Company

By J.H.Gallagher Pres.

JHG:V
Enc.-1

Form 336—4M—10-32

Orig. file

O G STATE HIGHWAY COMMIS N

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending May 20,1933, 19

Section Valley Falls, Okerman Ranch

Kind of work Surfacing

Highway Lakeview-Burns

Section prefix 13 TE

Contractor Union Engineering Co.

Contract number 1437

Date of contract Nov.10,1932, 193

Date of completion April 30,1933, 193

Date work started February 20,1933, 193

Estimated date of completion May 25,1933, 193

Amount of contract $24,554.20

Per cent of time elapsed 99.4 %

Estimated cost of completed project, exclusive of engineering $23,000.00

Per cent of contract completed, based on total contract price 98.7 %

Engineering costs to date $1380.00, ~~5.6~~ 6.0 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Contractor working on Wagontire Unit all week. Have about 500 cu.yd. yet to put out. Should finish Monday or Tuesday of the coming week. The North Unit (F.L.H.1-C.) has been maintained and is set up and in fine condition. Gravel at Wagontire is setting up and in good condition.

A.R.Schriver laid off as Material Inspector Saturday.

H. G. SMITH

RECEIVED
MAY 2 193

NOTED
H. W. LIBBY

Forrest Cooper
Resident Engineer.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for yo

#1457

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		32.9			
Miles partially completed		3.7			
Miles completed		29.2			
Total estimated quantities		26,830			
Estimated quantities moved or placed to date		26,330			
Average daily quantities		271			
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		5			
Average force on project for week		60			

Percentages of men employed on contract to be secured from:

Lake County, 100%; ______ County, ____%; ______ County, ____%; ______ County, ____%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Lake COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	23				30	7	60
Men and teams	2						2
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ______, Power Graders 1, Rollers ______, Mixers ______, Crushing or screening plants ______, Compressors ______, Bull dozers ______, Sheep-foot rollers ______, ______, ______, ______

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain		
Monday	Snow		
Tuesday	Rain		
Wednesday	Rain		
Thursday	Cloudy		
Friday	Unsettled		
Saturday	Fair		

#1437

11f-1abc

May 18, 1933

United States Fidelity & Guaranty Co.
C. O. Prine, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today been advised of the claim of Salem Iron Works in the sum of $557.26 for work done on trucks of the Union Engineering Co., Inc. in the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

As is our usual practice, we are giving you this information since you appear as surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:
jn

c.c. Union Engineering Co.
J. H. Gallagher, President
Salem, Oregon

May 18, 1933

Salem Iron Works
Front Street at State
Salem, Oregon

Gentlemen:

Acknowledgment is made of the receipt of your letter of May 16 advising us of your claim against Allen Bellinger of the Union Engineering Co., Inc. in the sum of $557.26 for work done on trucks operating on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

We have no forms for the filing of claims against highway contractors. The law requires that claims shall be filed with the Secretary of State prior to the expiration of six months from the date of completion of the contract in order to hold the bond furnished by the contractor responsible and liable after that period. This law sets out a form to be followed in the filing of such claims. For your use I inclose a mimeographed copy of Chapter 280, Laws of 1931.

The bond in this instance was written by the United States Fidelity & Casualty Company for whom C. O. Price is agent with offices in the Porter Building, Portland, Oregon. We would suggest that you file your claim with the surety for settlement. If no satisfaction is received from them you still have recourse by an action in the Courts.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG: jn

alem - Klamath Falls - Dallas

SALEM IRON WORKS
ESTABLISHED 1860
ENGINEERS - FOUNDERS - MACHINISTS
OFFICE, FRONT STREET AT STATE
TELEPHONE 7665
SALEM, OREGON

May 16,1933

Oregon State Highway Commission,
Salem, Oregnn.

Gentlemen:

In reference to a balance due us by Allen Ballenger, Inc, of the Union Engineering Company of $557.26 for work done on trucks operating on the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway in Lake and Harney Counties.

Will you please furnish us with the proper forms and instructions to file our claim under the bond for this job as no attempt has yet been made to pay anything on this balance.

Thanking you, we are

Very truly yours,

SALEM IRON WORKS

By F. L. Maud

FLM.H

Shand Centrifugal Pumps - Gerlinger Carriers - Paper Mill Equipment

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 16, 1933

NOTED
Asst. Highway Engineer

United States Fidelity and Guaranty Company
1208 Porter Building
Portland, Oregon

Gentlemen:

Attention Mr. G. O. Price

Receipt is acknowledged of your letter of May 15th relative to Contract No. 1437 covering the surfacing of the Valley Falls-Ackerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, with which you transmit copy of letter from G. O. Price to Union Engineering Company dated May 15, 1933, and with which you also transmit copy of form for appointment of G. Cunningham as attorney in fact for Union Engineering Company. None of these transmitted copies of letters contain any signatures by the officers of Union Engineering Company.

This Department raises no objection to the manner outlined as being the method under which the funds on the job are to be handled. It does appear to us, however, that for the protection of the State Highway Commission in case any possible question arises we should have in our files approved copies of the letter agreement executed by both J. H. Gallagher, as President, and Allan Bellinger, as secretary of Union Engineering Company, and also that the power of attorney granted should be executed by both of the officers in a proper manner.

Pending receipt of these items it appears to us that the best way in which to proceed at this time, and which will cause the least delay, will be for us to prepare the usual estimate form for the estimate of May 10th and send this out for the signature of the contractor, which claim will be made to read payable to "Union Engineering Company, assigned to G. Cunningham, Trustee". This claim when sent to the contractor will be accompanied by two copies of assignment form assigning the estimate in the same manner, which assignment should be executed by both of the officials of the company before named. In the meantime a letter should be addressed to us by United States Fidelity and Guaranty Company agreeing to the assignment in the manner named, which letter should contain the usual agreement to the effect that the assignment will not in any way affect the liability of the surety company under the bond.

If the matters herein mentioned are promptly taken care of, it is believed that we will be able to have the claim approved by the State Highway

United States Fidelity and Guaranty Company
May 16, 1938
Page 2

Commission by not later than the meeting to be held on May 19th, and issuance of the warrant should follow very closely thereafter.

Yours very truly,

J. M. DEVERS

By

J. V. [illegible]
Assistant Attorney

JVD:AM
cc R. H. Baldock ✓
cc Carl Smith
cc Guy O. Smith, Salem, Ore.
cc Robert M. Duncan, Burns, Ore.
cc C. C. Stout, Corbett Building,
Portland, Oregon.

#1437

Inf - lake

May 11, 1933

United States Fidelity & Guaranty Company
Geo. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed by Cobbs & Mitchell Lumber Company, which we have today received from the Secretary of State. This claim is in the sum of $151.18, and is for materials furnished the Union Engineering Company in the construction of the Valley Falls-Chapman Ranch Section of the Lakeview-Burns Highway, State Highway Contract No. 1437.

This information is given you since you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
m

C.C.
Union Engr. Co.

May 11, 1933

Honorable Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

This will acknowledge receipt of the claims listed below, which have been filed in your office, triplicate copies of which you forwarded to this office:

State Highway Contract No. 1416, claim of Poole & McGonigle Inc. for materials furnished in the amount of $108.59 to Portland Dredging Company in connection with the construction of the Swift Secondary Highway No. 120, North Portland. We have today received notice from E. L. McDougal, Attorney, that this claim has been paid and their claim withdrawn;

State Highway Contract No. 1367, claim of Masons Supply Company for materials furnished in the sum of $212.50 to Liesh & Tofte in the construction of the bridge over the Santiam River at Jefferson. Certified copy of the contract and bond are being sent to the Masons Supply Company today.

State Highway Contract No. 1437, claim of Cobbs & Mitchell Lumber Company in the sum of $151.18 for materials furnished to the Union Engineering Company for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

In accordance with our usual practice, one copy of the notice of claim in each of the above instances is being forwarded to the contractor and one copy to the surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

1437

May 6, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by Cobbs & Mitchell Lumber Company for materials furnished in the sum of $151.18 against the bond taken from Union Engineering Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, State Highway Contract No. 1437, has been received from Emmons & Emmons, Attorneys, Salem, Oregon, and filed in this office today.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

NOTICE OF CLAIM OF COBBS & MITCHELL LUMBER CO.,
VALLEY FALLS-OKERMAN RANCH, SECTION
OF LAKEVIEW - BURNS HIGHWAY.
Contract No. 1437.
(Under Section 67-1101, Oregon Code
1930, as amended.)

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersigned, Cobbs & Mitchell Lumber Company, a corporation duly organized and existing under and by virtue of the laws of the State of Oregon, has a claim for lumber and other building materials on which there is a balance due in the sum of ONE HUNDRED FIFTY ONE DOLLARS EIGHTEEN CENTS ($151.18) against the bond taken from the Union Engineering Company as principal, and the United States Fidelity and Guaranty Company as surety, for the work of State Highway construction on the Valley Falls-Okerman Ranch, Section of the Lake View - Burns Highway, 32.2 miles of surfacing, project No. 1507, contract No. 1437, contractor, Union Engineering Company, date of award, November 19, 1932.

The undersigned claimant states that the lumber and other materials so furnished were used by the above named contractor in the prosecution of the work under the above described contract and that an itemized statement of the lumber and other building materials so furnished is hereto attached and marked Exhibit A, and by this reference is made a part hereof.

Dated this 5th day of May, 1933.

COBBS & MITCHELL LUMBER COMPANY
By H. F. THOMAS
Gen. Supt.

* * * * * * * * * * * *

EXHIBIT A.

COBBS & MITCHELL COMPANY

Union Engineering Co.
Salem, Oregon.

1933								
1/13	6	2 x 10	14	#2 Common	140			
	4	2 x 8	14	"	75			
	6	2 x 4	16	"	64	279	12.00	3.35
	1	2 x 12	16	"	32			
	1	2 x 6	16	"	16	48		.60
1/16	2000 ft.	1x8		T & G. Com		2000		13.50
1/18	2	2 x 4	12	#2 Common		16		.15
1/18	392 Ft.	1x8		T & G. Com.		392		2.55
1/19	14 Sash 9 x 12 - 4 Lts.						.75	10.50
	18 Rolls 1-Ply Roofing						1.25	22.50
	10 Rolls Grey Sheathing Paper						.95	9.50
	3 Locks						.25	.75
	1000 Lath							4.00
	70	2 x 6	9	#3 Common	630			
	80	2 x 4	14	"	747			
	500 lin. ft.	2x4		"	334			
	21	2 x 6	18	"	387	2089	8.00	16.70
		1 x 4		"		400	8.00	3.20
	70	2 x 4	12	#2 Common		580	12.00	6.70
	8	6 x8	14	"		252	14.00	3.50
	32	2 x 12	12	#1 Common		768	15.00	11.55
	1174 Ft.	1x8		#3 Commons	T&G	1174	6.50	7.65
	20	2 x 4	14	#3 Commons	187			
	20	2 x 4	10	"	133	320	8.00	2.55
	2	1 x 6	18	#2 Common		18	12.00	.20
	116 lin. ft.	2x4		#3 Common		78	8.00	.60
	24	6 x 6	12	#1 Common		864	16.00	13.85
	2600 Ft.	1 x 8		#3 Com. T&G		2600	6.50	16.90

1/21	50# 8D Common Nails 50# 20D " " } 100#				5.00
	6 Sash 9x12 - 4 lts.			.75	4.50
2/25	1500 ft. 1x6 #3 Com. T&G		1500	6.50	9.75
	8 2 x 6 18 #3 Com	144			
	4 2 x 6 14 "	56			
	32 2 x 4 14 "	299			
	24 2 x 4 10 "	160			
	150 lin. ft. 1x4 "	50	709	8.00	5.70
	2 rolls #1 Corporal Roofing			1.25	2.50
	2 " Grey Ros in Paper			.95	1.90
	2 9 x 12 - 4 lt. sash				1.50
2/27	2 2 x 12 18 #1 Common	72			
	1 2 x 12 12 "	24	96	15.00	1.45
					$183.10
				Total payments,	31.92
				Balance due,	$151.18

NOTICE OF CLAIM OF COBBS & MITCHELL LUMBER CO.
Valley Falls-Okerman Ranch, Section of Lakeview - Burns Highway. Contract No. 1437. Union Engineering Company, principal, United States Fidelity and Guaranty Company, surety.

Endorsed: File No. 2243
Filed May 6, 1933
HAL E. HOSS,
Secretary of State

May 9, 1933

Mr. Rex Albright
Lawyer
Silverton, Oregon

Dear Sir:

Reference is made to your letter of May 8 concerning Allen Bellinger.

Our records show Mr. Bellinger is Secretary of the corporation named Union Engineering Company. Mr. J. H. Gallagher is President.

The Union Engineering Company was awarded State Highway Contract No. 1437 by the State Highway Commission for the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, consisting of 32.2 miles of surfacing. Estimates for highway work are paid monthly. Under ordinary circumstances the monthly estimate date on this project would be on the 10th. However, as a matter of courtesy to the Union Engineering Company payments were advanced to them to permit them to meet the obligations incurred in connection with thos job.

The records show the last payment was made to this company on April 3, 1933, for work done to March 31, 1933. The current estimate date is May 10. Whether or not this will be paid is uncertain on account of the claims which have been filed against the work.

Mr. Allen Bellinger's home address is 274 North 20th Street, Salem, Oregon.

Very truly yours

Secretary

HBG:jn

REX ALBRIGHT
LAWYER
SILVERTON, OREGON

May 8th, 1933,

RECEIVED
MAY 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon,

Gentlemen;

I am advised that Allan Bellinger, is doing some surfacing in Harney County, for your department.

I ask that you advise me as to the date on which he is paid for this work, and from what office the payment is made. I would also like to know, whether or not Bellinger resides in Harney County, at this time.

THANK YOU,

Very truly yours,
Rex Albright

RA/O

#1437

f.c.p -lake

May 6, 1933

U. S. Fidelity & Guaranty Company
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today received notice of the claim of Cobbs & Mitchell Lumber Company for lumber and material furnished the Union Engineering Company in connection with the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, State Highway Contract No. 1437, which claim is in the sum of $151.18

This information is being given you since you appear as surety on the above contract.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Union Engineering Co.
Salem, Oregon

May 6, 1933

Emmons & Emmons, Attorneys
Oregon Building
Salem, Oregon

Gentlemen:

This will acknowledge receipt of notice of claim handed me by your office. This claim is filed by Cobbs & Mitchell Lumber Company against the Union Engineering Company in connection with construction of the Valley Falls-Okerman Ranch section of the Lakeview-burns Highway, State Highway Contract No. 1437, and is in the sum of $151.18.

As is our usual custom, we are notifying the contractor and his surety of the existence of this claim.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

NOTICE OF CLAIM OF COBBS & MITCHELL LUMBER CO., VALLEY FALLS-OKERMAN RANCH, SECTION OF LAKE VIEW - BURNS HIGHWAY.

Contract No. 1437.
(Under Section 67-1101, Oregon Code
1930, as amended.)

TO THE STATE OF OREGON AND TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That the undersigned, Cobbs & Mitchell Lumber Company, a corporation duly organized and existing under and by virtue of the laws of the State of Oregon, has a claim for lumber and other building materials on which there is a balance due in the sum of ONE HUNDRED FIFTY ONE DOLLARS EIGHTEEN CENTS ($151.18) against the bond taken from the Union Engineering Company as principal, and the United States Fidelity and Guaranty Company as surety, for the work of State Highway construction on the Valley Falls - Okerman Ranch, section of the Lake View - Burns Highway, 32.2 miles of surfacing, project No. 1507, contract No. 1437, Contractor, Union Engineering Company, date of award, November 19, 1932.

The undersigned claimant further states that the lumber and other materials so furnished were used by the above named contractor in the prosecution of the work under the above described contract and that an itemized statement of the lumber and other building materials so furnished is hereto attached and marked Exhibit A, and by this reference is made a part hereof.

Dated this 5th day of May, 1933.

COBBS & MITCHELL LUMBER COMPANY,

By H. F. Thomas.
Gen. Supt.

Exhibit A.

COBBS & MITCHELL COMPANY

Union Engineering Co.
Salem, Oregon.

1933								
1/13	6	2 x 10	14	#2 Common	140			
	4	2 x 8	14	"	75			
	6	2 x 4	16	"	64	279	12.00	3.35
	1	2 x 12	16	"	32			
	1	2 x 6	16	"	16	48		.60
1/16	2000 ft.	1x8		T & G.Com.		2000		13.50
1/18	2	2 x 4	12	#2 Common		16		.15
1/18	392 Ft.	1x8		T & G. Com.		392		2.55
1/19	14 Sash 9x12 - 4 Lts.						.75	10.50
	18 Rolls 1-Ply Roofing						1.25	22.50
	10 Rolls Grey Sheathing Paper						.95	9.50
	3 Locks						.25	.75
	1000 Lath							4.00
	70	2 x 6	9	#3 Common	630			
	80	2 x 4	14	"	747			
	500 lin.ft.	2x4		"	334			
	21	2 x 6	18	"	387	2089	8.00	16.70
		1 x 4		"		400	8.00	3.20
	70	2 x 4	12	#2 Common		560	12.00	6.70
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	1174 Ft.	1x8		#3 Com. T&G		1174	6.50	7.65
	20	2 x 4	14	#3 Commons	187			
	20	2 x 4	10	"	133	320	8.00	2.55
	2	1 x 6	18	#2 Common		18	12.00	.20
	116 lin.ft.	2x4		#3 Common		76	8.00	.60
	24	6 x 6	12	#1 Common		864	16.00	13.85
	2600 Ft.	1x8		#3 Com. T&G.		2600	6.50	16.90
1/21	50# 8D Common Nails)							
	50# 20D " ")100#							5.00
	6 Sash 9x12 - 4 lts.						.75	4.50
2/25	1500 ft.	1x6		#3 Com. T&G		1500	6.50	9.75
	8	2 x 6	18	#3 Com	144			
	4	2 x 6	14	"	56			
	32	2 x 4	14	"	299			
	24	2 x 4	10	"	160			
	150 lin.ft.	1x4		"	50	709	8.00	5.70
	2 rolls #1 Corporal Roofing						1.25	2.50
	2 " Grey Ros in Paper						.95	1.90
	2	9 x 12 - 4 Lt. Sash						1.50
2/27	2	2 x 12	18	#1 Common	72			
	1	2 x 12	12	"	24	96	15.00	1.45

	$183.10
Total payments,	31.92
Balance due,	$151.18

FORM 8-H-1 7987 1M 2-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 3, 1933

Mr. J. W. DeSouza,
Office.

Dear Sir:

I have been endeavoring to get a solution of the financial difficulty in which the Union Engineering Company finds itself with respect to its contract for construction work in Lake County. There is already one attachment or garnishment served on the Commission but since the claim in connection with which the attachment was served was a claim not in any way connected with the job we made a return of no funds, as you will know. It is feared that other litigation will further complicate and embarrass the situation.

The last warrant in the sum of $5,619.37 was by agreement with Mr. Gallagher and the surety company placed in trust with Mr. C. C. Stout of Portland who was to disburse the funds in payment of labor and material claims approved by Mr. Gallagher.

I am informed that these funds were all disbursed save and except $1700.00 which I understand Mr. Stout has under his control as yet.

There is more or less controversy and dispute between Mr. Ballinger and Mr. Gallagher and until the situation is cleared up and the Highway Commission can be assured that the money earned on the job will be properly applied to the payment of labor and material claims I have advised the Commission to withhold further payment.

Mr. Baldock requested a conference here in Salem to which conference Mr. Gallagher should be summoned, Mr. Ballinger, Mr. Guy Smith, Attorney for Mr. Ballinger, Senator Duncan of Burns, and Mr. C. C. Stout of Portland, who are both serving as attorneys for Mr. Gallagher and there should also be summoned to the conference a representative of the surety company. The conference should be held at the Salem office becquse of the records which will be available. I wish you would contact Mr. Baldock and advise him of the method that you decide upon to summons these several parties to the conference. Mr. Lytle should also be here.

My suggestion is that at the conference there should be developed a definite plan for the completion of the work and the prompt payment of labor and material claims. We cannot enter into any internal quarrel between persons interested in the corporation. We can and should insist upon the completion of the job and the proper application of funds earned thereunder.

You, of course, recall the statute which will permit the Highway Commission to pay labor claims which the contractor has refused to pay or fails to pay and charge the amount thereof to the job. I have a call in for Mr. Stout tonight and if I get him I will advise him of our plan as outlined in this letter.

I would suggest that you contact by telegram or telephone or letter, whichever you think best, the following persons:

Senator Robert Duncan of Burns,
C. C. Stout, Attorney of Portland,
Guy Smith, Attorney of Salem,
Mr. Gallagher,
Mr. Ballinger,
A representative of the surety company,
Mr. Baldock and
Mr. Lytle.

When you notify Mr. Gallagher I would advise him to come prepared to disclose the names of all persons who have claims against the job and the amounts of the claims and the nature of the claims. He had better have his bookkeeper here with his records.

Yours very truly

J. M. DEVERS

JMD:PW

cc R. H. Baldock

#1437

flp - 1abc

May 3, 1935

United States Fidelity & Guaranty Co.
C. C. Price, Agent
1200 Porter Building
Portland, Oregon

Gentlemen:

This is to inform you that a claim amounting to $151.18 has been filed by the Cobbs & Mitchell Lumber Company of Salem against the Union Engineering Company of Salem for building supplies furnished in connection with State Highway Contract No. 1437 covering highway construction on the Valley-Falls-Chewaucan Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
cc - Union Engineering Co.
985 No. Summer St.,
Salem, Oregon

#1437

STATE OF OREGON, COUNTY OF MARION, SS:

I, H.E. Thomas, being first duly sworn on my oath depose and say as follows:

That I am the manager of the retail lumber and building supplies store of the Cobbs & Mitchell Lumber Company, a corporation organized and existing under and by virtue of the laws of the State of Oregon, in the city of Salem.

That from on or about the 13th day of January, 1933, to the 27th day of February, 1933, I sold and delivered as agent of the said Cobbs & Mitchell Lumber Company to the Union Engineering Company lumber, nails, roofing paper and other building materials in the total amount of $183.10; that the same was sold to the Union Engineering Company with the understanding and agreement that it was to be paid for within 60 days after the last sale, to-wit: the 27th day of February, 1933, but that the same has not been paid, nor any part thereof save and except the sum of $31.92, and that there is a balance now due and owing to the Cobbs & Mitchell Lumber Company from the Union Engineering Company of $151.18, and that there are no just claims and offsets thereto.

That I was informed by the Union Engineering Company through its lawful agents and, therefore, state that the material which was sold to said Union Engineering Company was actually used by said company for the construction of temporary houses to house the laborers working for said company while they were working on the Valley Falls-Okerman

Ranch Section of the Lakeview-Burns Highway which work is being performed by the Union Engineering Company under the terms of a contract with the State of Oregon.

That, therefore, the lumber and other building supplies so furnished the Union Engineering Company was furnished to enable them to prosecute the work under said contract.

H. M. Thomas.

Subscribed and sworn to this 2nd day of May, 1933.

O. V. Emmons

Notary Public for Oregon

My Commission Expires
March 22, 1937.

#1437

2lp-1abc

May 3, 1933

U. S. Fidelity & Guaranty Co.
C. O. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have today received statement from the General Auto Electric Company evidencing their claim in the sum of $29.75 for service and materials furnished Allen Bellinger of the Union Engineering Company in connection with the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, State Highway Contract No. 1437.

This information is given you since you appear as surety on the bond furnished in this instance.

Very truly yours

Secretary

HBG:jn
cc Union Engineering Co.
985 N. Summer St.
Salem, Oregon

May 3, 1933

General Auto Electric
Lakeview, Oregon

Gentlemen:

This will acknowledge receipt of your statement of May 1, 1933 in the sum of $29.75 for services and materials furnished to Allen Bellinger of the Union Engineering Company in connection with the surfacing of the Valley Falls-Okerman Ranch section of the Lakeview-Burns Highway, State Highway Contract No. 1437.

The contractor was required to furnish a bond in connection with this contract, for the protection of labor and material, and all just debts, dues and demands incurred against this project, and we offer you this bond for the protection of your claim.

We would suggest that you file notice of your claim in the office of the Secretary of State in compliance with the provisions of Chapter 280, Oregon Laws of 1931, copy of which is inclosed.

The bond in this instance was furnished by the United States Fidelity & Guaranty Company, for whom C. O. Price, Porter Building, Portland, Oregon is agent.

We are, in accordance with our usual practice, notifying the contractor and his surety of the existence of your claim.

Very truly yours

Secretary

HBG:
jn

1437

4-1abc

SOLD TO Oregon State Highway Commission

GENERAL AUTO ELECTRIC

N. A. NICHOLAS, PROP.

BATTERY SERVICE

STARTING, LIGHTING, IGNITION, SUPPLIES AND REPAIRS

WORK GUARANTEED PROMPT SERVICE

ACCOUNTS PAYABLE MONTHLY.
8 PER CENT INTEREST CHARGED ON PAST DUE ACCOUNTS.

LAKEVIEW, OREGON, May 1 1933

DATE	ITEMS	CHARGES	CREDITS	BALANCE
	To Service and Materials furnish			
	Allen Bellinger of Union Engineering			
	Company in pursuance with			
	their work on Contract 1437			
	On Yellowstone Cut-Off Road			29 75

FM. 60

By

RBG:MC

Secretary

#1437

[illegible]-1abc

May 3, 1935

Emmons & Emmons, Attorneys
Oregon Building
Salem, Oregon

Attention: Mr. O. W. Emmons

Gentlemen:

This acknowledges receipt of notice of claim of the Cobbs & Mitchell Lumber Company, Salem, against the Union Engineering Company in the sum of $151.18, which you handed to me in person yesterday. This claim is being noted in our records concerning this job and in accordance with our usual practice we are notifying the contractor and the surety on his bond that the claim has been filed.

Responding to your oral request I am handing you herewith a certified copy of the contract and bond covering this project which is known as the Valley Falls-Cherman Ranch Section of the Lakeview-Burns Highway, Contract No. 1437.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

FORM 2-C-1 6206 3M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

#1437

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY [illegible] - 1933
OREGON

Attention Mr. J. M. Devers

Dear Sir:

Reference is made to your letter of April 18 relative to the Union Engineering Company. These people have been unable to pay the payrolls due April 10th and 25th. The men were paid in full up to March 25th. I have also made some inquiries as to their other bills and find that they owe the following firms:

General Grocery Company	$289.98
Shell Oil Company	1186.59
Lakeview Mercantile Co.	164.87.

There are probably other accounts outstanding of which we have no knowledge.

I think this company is in a bad way financially and doubt if they will be able to complete their contract. We have made several inquiries of their creditors and the correspondence is attached hereto for your information.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

GENERAL GROCERY COMPANY INC
MANUFACTURING
WHOLESALE GROCERS
PORTLAND, OREGON

Apr.27,1933

Mr.K.D.Lytle, Division Engineer,
Oregon State Highway Commission,
Bend, Oregon.

MAY - 193

-Mr.W.O.Widdows-

Claim filed

Dear Sir:-

Replying to your inquiry of the 26th, regarding the Union Engineering Company, wish to say that they are indebted to us in the sum of $289.98 made up of invoices as follows:

Mar.2nd	93.31
Mar.9th	196.67
	289.98

We are naturally desirous of knowing whether or not the contract of this concern has been interrupted and what the actual status of the relations between this contractor and the Highway Commission might be at this time.

It will be esteemed an especial favor if you will be good enough to advise us of these particulars and whether or not creditors are going to be compelled to resort to the bonds covering the operation for collection of their account.

Thanking you in anticipation, we are

Yours very truly,

Credit Manager.

PLB

SHELL OIL COMPANY

PETROLEUM PRODUCTS

1020 CHAMBER OF COMMERCE BUILDING

PORTLAND

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

April 28, 1933

Office of K. D. LYTLE, DIV.ENG.,
Oregon State Highway Commission,
ATTENTION - W. O. WIDDOWS,
Bend, Oregon.

Dear Sir:-

UNION ENGINEERING COMPANY.
of Salem, Ore.

Answering yours of April 26th, the above owes us $1,186.59 covering materials furnished in connection with State of Oregon Contract No. 1437, Lakeview-Burns Highway.

We are interested in knowing how the work is progressing, and when the contract will be completed.

Yours very truly,
SHELL OIL COMPANY.

F J Hurner

N. District Credit Manager.

FRED REYNOLDS, PRESIDENT J. D. HERYFORD, VICE PRES. F. W. PAYNE, SEC. & TREAS. A. E. FLORENCE, MGR.

WHOLESALE AND RETAIL
GENERAL MERCHANDISE

Lakeview Mercantile Co.
LAKEVIEW,
OREGON

April 27, 1933.

Oregon State Highway Comm.
Bend, Oregon.

Dear Sirs:

We have received your letter dated April 26, 1933, and will state that we have extended the Union Engineering Co. credit. Their balance due us including the last charges ~~since~~ of April 1, is $164.87

This should have been paid by now as we have not received anything on account for the goods received since they started, with exception of the orders for their employees. All the employees orders have been paid except one for $10.00, which account is included in the $164.87

We would appreciate hearing from you if this account is likely to be unpaid, or is doubtful in any way.

Trusting an early reply from you, we are

Respectfully yours,

Lakeview Mercantile Company.

Ira L. Jones
asst Mgr.

ILJ:MJ

Ira L. Jones.

COLYEAR MOTOR SALES COMPANY

AUTHORIZED DISTRIBUTORS

AUTOMOTIVE REPLACEMENT PARTS

GENUINE STANDARD UNITS

LOS ANGELES
SAN FRANCISCO
FRESNO
OAKLAND
LONG BEACH
SACRAMENTO
HOLLYWOOD
PORTLAND
SALEM
MEDFORD
SEATTLE
SPOKANE
TACOMA
YAKIMA
WALLA WALLA
BUTTE

MEMBER OF
N.A.P.A.
National Automotive Parts Association

EIGHTH AND COUCH STREETS
PORTLAND, OREGON

April 27, 1933

K. D. Lytle,
Division Engineer,
Oregon State Highway Commission
Bend, Oregon.

Attention: W. O. Widdows

Gentlemen:

Replying to your letter of April 26th regarding the Union Engineering Company, of Salem, Oregon, we have extended credit to these people, but at the present time the account is in balance and they owe us nothing.

Yours very truly,

COLYEAR MOTOR SALES COMPANY

O. H. Marcellus
Credit Manager

OHM:LN

1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 1, 1933

RECEIVED
MAY - 19
EGON
STATE

General Grocery Company
2 North First Street
Portland, Oregon

Gentlemen:

We wish to thank you for your reply to our letter regarding the account of the Union Engineering Company.

These people have a contract with our department for surfacing work and to date they have made fairly good progress but seem to have been seriously handicapped due to lack of sufficient capital to finance the job. We do not keep costs on their work so cannot advise you as to just how their job stands nor as to whether or not it will be necessary for you to go to the bonismen for collection of your account.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

cc
J. M. Devers

FORM 5-C-1 7827 500 1-33

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

3p-lake

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

May 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. J. M. Devers

Dear Sir:

Reference is made to your letter of April 18 relative to the Union Engineering Company. These people have been unable to pay the payrolls due April 10th and 25th. The men were paid in full up to March 25th. I have also made some inquiries as to their other bills and find that they owe the following firms:

General Grocery Company	$289.98
Shell Oil Company	1186.59
Lakeview Mercantile Co.	164.87.

There are probably other accounts outstanding of which we have no knowledge.

I think this company is in a bad way financially and doubt if they will be able to complete their contract. We have made several inquiries of their creditors and the correspondence is attached hereto for your information.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

Portland 104 10m 11-14-32

C
O
P
Y

#1437

Mr. Rainger

UNITED STATES FIDELITY AND GUARANTY COMPANY

Portland Branch Office
C. O. PRICE, Manager

1208 Porter Building
Portland, Oregon

April 8th, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: Union Engineering Company

Referring to your contract with the Union Engineering Company, No. 1437, for surfacing the Valley Falls Ranch Section of the Lakeview-Burns Highway, we are advised by Mr. Gallagher of the Union Engineering Company, it is proposed that the estimates due under this contract will be handled as follows:

That the warrants are to be issued to the Union Engineering Company, which are presented to the State Treasurer and exchanged for checks on State funds in a bank, these checks to be made payable to the Union Engineering Company, endorsed by that Company and returned to Mr. Devers of your Commission, and by him transmitted to Clarence C. Stout, Trustee.

It is understood that the funds are to be disbursed by bank selected, transferring from the account of Clarence C. Stout, Trustee, to the account of the Union Engineering Company as may be necessary to cover checks of said Company drawn by J. H. Gallagher, President. This arrangement meets with our entire approval.

Yours very truly,

(Signed) C. O. Price
Manager.

COP:DW

C
O
P
Y

April 7, 1933

Mr. C. C. Stout,
Corbett Building,
Portland, Oregon.

Dear Sir:

Yesterday before I had my conversation with you over the telephone concerning the Union Engineering Company matter I had written and placed in the mail a letter which was written in response to a request made by Mr. Gallagher of the Union Engineering Company.

I want to add to that letter a requirement that the Union Engineering Company must procure the consent of its surety company to the plan which the contractor has proposed for handling the warrant which was mailed you on April 5th and which called for the payment of $5,619.37.

A copy of this letter is being mailed to the Union Engineering Company and a copy is also being mailed to the United States Fidelity & Guaranty Company as surety on the bond furnished by the contractor.

I do not want to needlessly or unnecessarily delay the application of these funds to the payment of the legitimate debts but because of the fact that so much controversy has arisen concerning this matter and because of the further fact that disposition of the funds pursuant to the method proposed by the contractor is not in accordance with the usual procedure. I think it best to have the surety company's consent to the same.

Yours very truly,

J. M. DEVERS

JMD:PW

cc Union Engineering Company,
Bend, Oregon.

United States Fidelity & Guaranty Co.,
Porter Building,
Portland, Oregon.

April 6, 1933

Mr. C. C. Stout,
Corbett Building,
Portland, Oregon.

Dear Mr. Stout:

Referring to our letter to you of April 5th it is agreeable to this office that the money deposited in your trustee account in a bank selected by yourself be so arranged as to be transferable from time to time to an account of the Union Engineering Co. in the same bank and paid out through checks of the Union Engineering Co. signed by Mr. J. H. Gallagher, President.

It is expressly understood however that the funds are to be disbursed in payment of labor and material claims incurred in connection with the performance of work done under Contract No. 1437 between the State and the Union Engineering Co.

Yours very truly,

J. M. DEVERS

JMD:PW

[illegible]

April 3, 1933

Memorandum to Mr. Devers:

The State Highway Commission awarded a contract for surfacing a portion of the Lakeview-Burns Highway to the Union Engineering Company of Salem, said contract being designated as Contract #1437.

The officers of the Union Engineering Company, a corporation are: J. H. Gallagher and Allan Bellinger. This firm is in financial difficulties and has requested that it be allowed an intermediate voucher covering work accomplished between March 10 and March 31 in order to meet its current pay roll.

It is the practice of the Department to pay contractors' monthly estimates, and in connection with this project the estimate date is the tenth of the month. Mr. Baldock requests your opinion as to whether or not the Commission can legally pay an intermediate estimate, such as the Union Engineering Company desires. Unless this can be done, Mr. Gallagher states that they will be unable to meet their current pay roll, which will cause them some embarrassment.

No claims have been formally filed against Union Engineering Company in connection with this project. However, I am informed that the Union Engineering Company is heavily indebted for labor and services rendered in connection with work with which this Department is not concerned. In one particular instance, the labor claimants are intending to file suit within the next few days and expect to attach the funds of the company.

Mr. Baldock informed Mr. Gallagher that he would approve the payment of an intermediate voucher in the event that you advise that he can do so legally. If you approve of such payment, Mr. Gallagher will personally present the voucher, which has already been prepared, to Chairman Scott and Commissioner Washburne for execution and, in this manner, payment of the voucher will be expedited.

OTED
Highway Engineer

Mr. Gallagher will be in the office first thing in the morning, April 4, for a decision. It will, therefore be appreciated if you will give your written opinion to Mr. Baldock so that he can advise Mr. Gallagher at that time.

H. B. Glaisyer

HBG:AJ

gip-1abc

April 3, 1933

Mr. Leslie M. Scott, Chairman
State Highway Commission
Portland, Oregon

Mr. Carl G. Washburne, Commissioner
Eugene
Oregon

Dear Sir:

This letter is being handed you by Mr. J. H. Gallagher, President of the Union Engineering Company, who has a contract with the Oregon State Highway Commission for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway. Mr. Gallagher is also handing you a voucher in the sum of $3,619.37, payable to Union Engineering Company, covering payment for work performed by that company in connection with the above-mentioned project up to March 31, 1933.

This voucher is an intermediate voucher which we are passing at this time in order to expedite payment to Union Engineering Company so that it can meet its pay roll. The regular monthly estimate date is the 10th of each month, but on account of financial difficulties the Union Engineering Company requests that it be allowed this intermediate voucher so that it can pay its labor when such payments are due. The payment of this voucher in this manner is unusual and would not be done at this time were it not for the emergency that apparently exists.

If you approve the estimate, which you will note has been authorized by Mr. Baldock, will you kindly sign it on the line prepared for your signature and hand it to Mr. Gallagher who will return it to this office?

Thanking you, I am

Very truly yours

Secretary

HBG:AJ

FORM [illegible] 1000 1-33

COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

Flp-1abc

March 31, 1933

RECEIVED
APR 3 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am forwarding herewith a letter I received from Mr. Cooper relative to the inability of the Union Engineering Company to meet their bi-monthly payrolls.

I can see no way out of this unless the Commission would be willing to give these people an estimate twice a month and if that cannot be done I would suggest that the bonding company be notified that this company cannot meet its financial obligations.

Will you please advise what action should be taken in this matter?

Yours very truly

K. D. Lytle
Division Engineer

NOTED
State Highway Engineer

kdl/c

cc Forrest Cooper

Flf-1a-b-c

March 25, 1933

General Grocery Company, Inc.
Credit Department
Portland, Oregon

Gentlemen:

We have your inquiry of March 24 regarding payment to the Union Engineering Company under State Highway Contract No. 1437 for the construction of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

Our records show that voucher covering Estimate #1, for work performed under the contract for the period ending March 10, was mailed to the contractor on March 11, and they received the warrant on March 13. The next estimate will be prepared for the month ending April 10, and the contractor should receive payment thereunder not later than May 1.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

GENERAL GROCERY COMPANY INC
MANUFACTURING
WHOLESALE GROCERS
PORTLAND, OREGON

Mar.24,1933

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:-

We are selling the Union Engineering Co. grocery supplies on their contract #1437, Valley Falls-Okerman Ranch, Section of the Lakeview-Burns Highway. This firm states that the reason for non payment of bills is that they have not received an estimate yet on the job. Will you be kind enough to advise us when it is expected that they will receive an advance? We enclose a stamped return envelope.

Thanking you for your courtesy, we remain

Yours very truly,
Credit Dept.

FAD

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

On March 18 we forwarded you one approved copy of estimate upon which project agreement was based for Oregon Federal Lands Highway Project E-1-A.

Will you please prepare similar revised estimates for Projects E-1-B and E-1-C, and forward them to this office at your early convenience.

In connection with Project E-1-B, it is noted that the stations between which surfacing was to be done, as shown on the detail estimate of May 24, 1932, and the typical section sheet forwarded with your letter of October 26, 1932, do not agree. The typical section sheet shows different locations for both widths of surfacing. We presume that the typical section sheet forwarded with your letter of October 26 gives the correct stationing. Will you please advise if this is right, and if so, for what reason were the changes in stationing of the surfacing made.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 17, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letters transmitting project agreement estimates for Oregon Federal Lands Highway Projects Nos. E-1-A, E-1-B and E-1-C, all on the Yellowstone Cut-off between Lakeview and Burns.

These papers were prepared by you because of our instructions that new project agreements were required for work to be done under the appropriation for the fiscal year 1933. We are now advised that Federal Lands Highway projects differ in this respect from Federal Aid projects. A Federal Lands project to which 1931 funds were originally allotted may be amended by modification of the project agreement to provide additional funds from the 1933 appropriation. We think the modification procedure is simple in form and facilitates the keeping of records.

The estimates have been re-written to include the old and new work and modifications of the agreements will be prepared accordingly. These agreements will be prepared this week in the Regional Office, so that final payment on the work already done will not be delayed. The agreements will provide for final acceptance and payment by units. Unit 1 will include the grading and surfacing done under the original agreement, and Unit 2 will be the last surfacing contract.

We trust that the above outlined action will be satisfactory to you.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 5-A-1 6786 7000 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

3ep-1abc

March 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

In regard to the engineering expense on the Valley-Falls-Okerman Ranch, I agree that ten hours seems rather a long shift to work for an engineer, besides taking care of his other reports, therefore it would seem advisable to use Burch at least part time, but Cooper should be advised that at the final analysis he will be held strictly responsible not to overrun the 6% set-up for engineering. He is on the job and familiar with all the details and therefore more in a position to determine whether he can use Burch and still keep within the allowable limit. He must remember however, that this limit to engineering expense will determine his chances for future employment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

March 11, 1933

MEMBERS OF THE STATE HIGHWAY COMMISSION:

Gentlemen:

The attached voucher in favor of the Union Engineering Company is being handed to you by Mr. J. H. Gallagher, a member of that contracting firm. It represents estimate No. 1 of a contract awarded to the Union Engineering Company for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties and is for work performed from March 10th to February 20th, 1933.

Ordinarily this voucher would not be presented to you for execution until Wednesday of next week, when the Commission meets in regular session. However, Mr. Gallagher has requested that he be allowed to present this to you in person in order that payment of the voucher may be expedited so that he can meet his pay rolls in connection with this project.

You will note that the voucher has been properly audited and that it has been approved by Mr. Baldock. If you approve the payment of the same will you kindly sign in the place prepared for your signature. Mr. Gallagher will then return it to this office for presentation to the Secretary of State in the usual manner.

Thanking you kindly, I remain

Very truly yours,

Secretary

HBG:MC
encl.

FORM S-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 9, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

The Highway Department is unable to make any special arrangements for the payment of men on contracts. According to newspaper reports the banks are arranging to cash payroll checks or money needed to supply the necessities of life.

Mr. Gallager states that he has made arrangements with the store-keepers to furnish necessary supplies.

Your hunch is probably correct however, and Mr. Gallager is possibly stalling until the next estimate. It is probably too late now to do anything about hurrying up the estimate but if possible you could advise Cooper to estimate the output and mail it to you several days ahead of time or even deliver it personally to you in Bend if the mail service is unusually slow. It is quite probably that he can make some advances on the payroll as soon as he receives the estimate and we will endeavor to expedite the warrants in Salem. As soon as he receives his warrant I believe there will be no difficulty in cashing it for payrolls.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith.
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

Ilp 1 abc

March 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 7th, together with copies of substitute estimates for F. L. H. Projects Nos. 1-A, 1-B and 1-C, which copies were previously submitted to you by this department. It is our wish, however, if it is possible, to have these estimates approved for the purpose of basing the final vouchers on them for work now completed. Such procedure is quite desirable to this department for the reason that it will greatly simplify the preparation of the voucher for the completed work, and, likewise, the preparation of estimates to cover all work done on the projects after completion of the emergency work now under contract.

For the reasons given above, we are enclosing herewith the copies of the estimates which were returned by you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
MAR 8 - 1933
STATE HIGHWAY [illegible]
OREGON

March 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning five copies of your estimates dated February 17 on Oregon Federal Lands Highway Projects Nos. 1-A, 1-B and 1-C.

These were submitted with your letters of February 28 as substitute estimates for the purpose of auditing vouchers. We see no necessity for such an estimate as no unit prices are changed. The estimates on the Emergency projects appears to be satisfactory.

We are retaining one copy of each of the above estimates for our files.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

Encls.

FORM S-C-1 7587 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

The Union Engineering Company moved onto their job on the Lakeview-Burns Highway the first of February and to date they have not had a pay day for their men and a few days ago Mr. Gallagher called me on the 'phone advising that they could not get the moeny to pay their men.

Of course I realize that no one can pay at the present time but I have a hunch that these people are trying to operate without any capital and I do not think they could pay if the banks were open. I am writing this letter to find out what action can be taken to compel these people to pay their men when the banks are opened again.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

NOTED
State Highway Engineer

March 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of March 7th, concerning the length of roadway through unappropriated and unreserved public lands under Project No. E-1-A. Please be advised that the length shown on the agreement estimate is incorrect, as the correct length is 10.264 miles.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 7, 1933

RECEIVED
MAR 8 - 1933
STATE HWY. OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your estimate of February 17 on Oregon Federal Lands Highway Project E-1-A.

On that estimate you show the mileage of roadway through Unappropriated and Unreserved Public Land as 10.262 miles. When the length is computed from the stationing given on the estimate, the length figures at 10.264 miles. This latter figure agrees with that on your estimate of May 24, 1932, on which the project agreement is based.

Possibly some changes were made during construction which would alter the original length. Will you please advise as to the correct length?

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

February 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 12th, we are enclosing herewith statements from the United States Land Offices at The Dalles and at Lakeview, concerning the present status of unappropriated and unreserved federal lands traversed by the Lakeview-Burns Highway. As given by these statements, no changes in ownership have occurred for the lands traversed by that portion of the highway situated in Harney County, but in Lake County on Project No. 1-A, Lots 1, 2 and 3 of Section 20, Twp. 33 S., R. 22 E., and the S. ½ of the S. W. ¼ of Section 20, Twp. 33 S., R. 22 E. are now private-owned lands. These changes, however, do not affect the work being performed on Project No. 1-A under contract No. 1437, for the reason that this work, being between Sta. 182+10 and Sta. 820+00, does not traverse any of these lands.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/KR

Encl.

UNAPPROPRIATED AND UNRESERVED FEDERAL LANDS IN HARNEY COUNTY TRAVERSED BY THE LAKEVIEW-BURNS HIGHWAY

Township 28 S., Range 24 E. W. M.

N. W. ¼ of Section 6 Vacant.

Township 27 S., Range 24 E. W. M.

N. W. ¼ of Section 31 Vacant
W. ½ of Section 30 Vacant
W. ½ of Section 19 Vacant
N. W. ¼ of Section 18 Vacant
S. ½ and S. ½ of N. W. ¼ of Section 7 Vacant

Township 26 S., Range 25 E. W. M.

S. W. ¼ of S. W. ¼, N. E. ¼ of S. E. ¼ and
  N. E. ¼ of Section 19 Vacant
N. ½ of Section 20 Vacant
S. W. ¼ of Section 17 Vacant
N. W. ¼ of Section 15 Vacant
S. ½ and N. E. ¼ of Section 10 Vacant
N. ½ of Section 2 Vacant.

Township 25 S., Range 25 E. W. M.

S. E. ¼ of Section 35 Vacant
S. W. ¼ and E. ½ of Section 25 Vacant
E. ½ of Section 24 Vacant.

Township 25 S., Range 26 E. W. M.

W. ½ and N. E. ¼ of Section 19 Vacant.
S. E. ¼ of Section 18 Vacant
W. ½ and N. E. ¼ of Section 17 Vacant
E. ½ of Section 8 Vacant
W. ½ of Section 9 Vacant
S. ½ and N. E. ¼ of Section 4 Vacant
N. W. ¼ of Section 3 Vacant

Township 24 S., Range 26 E. W. M.

S. ½ and N. E. ¼ of Section 34 Vacant.
S. ½ and N. E. ¼ of Section 26 Vacant
N. W. ¼ of Section 25 Vacant
W. ½ and N. E. ¼ of Section 24 Vacant
S. E. ¼ of Section 13 Vacant

Township 24 S., Range 27 E. W. M.

W. ½ of Section 18 Vacant
S. ½ and N. E. ¼ of Section 6 Vacant.

Township 23 S., Range 27 E. W. M.

S. W. ¼ and S. ½ of N. W. ¼ of Section 32 Vacant

I- - - - - - - - - - - - - -Register of the U. S. Land Office at The Dalles, Oregon, hereby certify that the lands described above are as of this date Unappropriated and Unreserved Federal Lands.

Signed this- - - - -th day of February, 1933.

- - - - - - - - - - - - - - - - -
Register.

All Vacant.- No entries of any kind 2-14-33

1 LP- #[illegible]c

February 21, 1933

Mr. F. P. Light
Register, U. S. Land Office
Lakeview, Oregon

Dear Sir:

We wish to acknowledge receipt of the certified statement from you showing the present status of the unappropriated and unreserved federal lands traversed by the Lakeview-Burns Highway in Lake County. However, we are not quite certain of a notation made by you for Section 30, Twp. 33 S., R. 22 E. Accordingly, a small sketch of this section is enclosed herewith and it is our request that all sub-divisions traversed by the highway, that are unappropriated and unreserved, be so designated and the sketch returned to this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

[illegible] P Lake

February 13, 1933

Mr. F. P. Light
Resigter, U. S. Land Office
Lakeview, Oregon

Dear Sir:

Advice has been received from the United States Bureau of Public Roads that before the State of Oregon can secure federal cooperation in connection with a surfacing project on the Lakeview-Burns Highway in Lake County, which project was recently placed under contract, that it will be necessary to secure a statement from your office concerning the present status of the public lands which the highway traverses. Accordingly, we have prepared a list of these lands, two copies of which are enclosed herewith. It is our request that you eliminate from the list by drawing a line thru its description, any sub-division which is not public land, and returning to this office one corrected copy to which you have affixed your signature. The other copy may be retained for your files.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNAPPROPRIATED AND UNRESERVED FEDERAL LANDS

IN LAKE COUNTY TRAVERSED BY THE LAKEVIEW-BURNS HIGHWAY

Township 35 S., Range 21 E. W. M.

N. W. ¼ of Section 22
W. ½ and N. E. ¼ of Section 15
S. E. ¼ of Section 10
W. ½ and N. E. ¼ of Section 11
S. E. ¼ of Section 2
S. W. ¼ of Section 1

Township 34 S., Range 21 E. W. M.

E. ½ of Section 25
E. ½ of Section 24
E. ½ of Section 13
E. ½ of Section 12
E. ½ of Section 1

Township 34 S., Range 22 E. W. M.

N. W. ¼ of Section 6

Township 33 S., Range 22 E. W. M.

W. ½ and N. E. ¼ of Section 31
E. ½ of Section 30
N. W. ¼ of Section 29
S. ½ of S. W. ¼; N. W. ¼ of S. E. ¼ and S. E. ¼ of N. E. ¼ of Section 20
S. ½ of Section 9
S. W. ¼ and E. ½ of N. W. ¼ of Section 10
W. ½ of Section 3

Township 32 S., Range 22 E. W. M.

S. ½ and N. E. ¼ of Section 34
E. ½ of Section 27
S. E. ¼ of Section 22
W. ½ of Section 23
S. ½ of Section 14
S. W. ¼ and N. ½ of Section 13
S. E. ¼ of Section 12

Township 32 S., Range 23 E. W. M.

S. ½ and N. E. ¼ of Section 7
S. E. ¼ of Section 6
W. ½ and N. E. ¼ of Section 5

Township 31 S., Range E. W. M.

E. ½ of Section 32
N. W. ¼ of Section 33
W. ½ and N. E. ¼ of Section 28
S. E. ¼ of Section 21
W. ½ of Section 22
W. ½ and N. E. ¼ of Section 15
E. ½ of Section 10
S. ½ and N. W. ¼ of Section 3

Township 30 S., Range 23 E. W. M.

S. ½ and N. W. ¼ of Section 33
W. ½ of Section 28
E. ½ of Section 21
E. ½ of S. E. ¼ and E. ½ of N. E. ¼ of Sec. 9
E. ½ of Section 9
N. W. ¼ of Section 3

Township 29 S., Range 23 E. W. M.

W. ½ of Section 34
W. ½ of Section 27
S. W. ¼ and N. ½ of Section 22
E. ½ of Section 15
E. ½ of Section 10
E. ½ of Section 3
N. W. ¼ of Section 2

Township 28 S., Range 23 E. W. M.

W. ½ of Section 35
W. ½ of Section 26
S. W. ¼ and N. ½ of Section 23
E. ½ of Section 14
E. ½ of Section 11
N. W. ¼ of Section 12
S. W. ¼ and E. ½ of Section 1

Township 27 S., Range 23 E. W. M.

W. ½ of Section 35
N. E. ¼ of Section 24
E. ½ of Section 13

I,- - - - - - - - - - - - - Register of the U. S. Land Office at Lakeview, Oregon, hereby certify that the lands described above are as of this date Unappropriated and Unreserved Federal Lands.

Signed at Lakeview, Oregon, this- - - - -th day of February, 1933.

- - - - - - - - - - - - - - - -
Register.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received your letters of December 22 on Oregon Federal Lands Highway Projects E-1-A, E-1-B and E-1-C, enclosing project agreement estimates.

As you undoubtedly understand, funds for these projects come from the $2,000,000 appropriated under the Emergency Relief and Reconstruction Act of 1932. Thus, they are in every sense of the word Emergency projects. The preparation of estimates on which the project agreement is to be based should therefore be made in accordance with Mr. MacDonald's memorandum of August 17, 1932, a copy of which has been sent you. The estimate should be prepared in accordance with the sample form attached to the memorandum. The mileage on which the emergency Federal Lands funds are to be spent should be shown.

Referring to program letter of September 28, 1932, evidence should be given in the estimate to the effect that Federal Lands Funds are requested only on those portions of the highway traversing unappropriated and unreserved public lands, as distinguished from other lands.

Concerning the land status, it will be necessary for you to submit letters from the Commissioners of the two Land Offices stating that the status of the ownership of the lands involved has not changed from that shown on the map to which they have previously affixed their signatures. The revised estimates should be forwarded as soon as possible.

We are returning five copies of the estimates for the above mentioned projects, retaining one copy of each for our files.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

Encls.

February 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the surfacing work under state contract No. 1437 on the Valley Falls-Pike Ranch Section, Federal Lands Highway Emergency Project No. E-1-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/HR

Encl.

Oregon State Highway Department

Federal Lands Highway
Emerg. Project No. E-1-A

VALLEY FALLS-PIKE RANCH SECTION

OF THE LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices).

Salem, Oregon, February 17, 1933

Completed Work:

Statement of completed work will be made upon payment of final voucher.

Roadway Thru Unappropriated and Unreserved Federal Lands:
(Sta. 182/10 to 380/96; 476/91 to 820/00)

State Contract No. 1437

9,000	cu. yds.	Gravel Subgrade Stabilizer	$0.329	$ 2,961.00
900	cu. yds.	Truck Hauled Filler	0.20	180.00
66,700	yd. mi.	Hauling Gravel	0.08	5,336.00
1,500	yd. mi.	Hauling Filler	0.08	120.00
			Sub-total	$ 8,597.00
			10% Engr. & Cont.	859.70
			Total....................	$ 9,456.70

Length 10.262 miles
Cost per mile $ 921.22

Roadway Thru Other Lands:
(Sta. 380/96 to 476/91)

State Contract No. 1437

1,600	cu. yds.	Gravel Subgrade Stabilizer	$0.329	$ 526.40
160	cu. yds.	Truck Hauled Filler	0.20	32.00
14,300	yd. mi.	Hauling Gravel	0.08	1,144.00
250	yd. mi.	Hauling Filler	0.08	20.00
			Sub-total	$ 1,722.40
			10% Engr. & Cont.	172.24
			Total....................	$ 1,894.64

Length	1.817 miles
Cost per mile	$ 1,048.72

Public Lands Highway Emergency Construction Funds Requested	$ 9,486.70
State Funds available	1,844.64
	$11,331.34

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

February 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the surfacing work under state contract No. 1437 on the Pike Ranch-Harney County Line Section, Federal Lands Highway Emergency Project No. E-1-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Emergency Project No. E-1-B

PINE LAKES-HARNEY COUNTY LINE SECTION

OF THE LAKEVIEW-BURNS HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, February 17, 1933

Completed Work: Statement of completed work will be made upon payment of final voucher.

Roadway through Unappropriated and Unreserved Public Lands: Sta. 1163+00 to 1304+00

State Contract No. 1437

2,300	cu. yds.	Gravel Subgrade Stabilizer	$0.329	$ 756.70
230	" "	Truck-hauled Filler	.20	46.00
7,500	yd. mi.	Hauling Gravel	.08	600.00
400	" "	" Filler	.08	32.00
		Subtotal		$ 1,434.70
		10% Engr. & Cont.		143.47
		Total		$ 1,578.17

Length	2.670 miles
Cost per mile	$ 591.07

Public Lands Highway Emergency
Construction Funds Requested $1,578.17

State funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maint: Chap. 31, laws 1927

February 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the surfacing work under state contract No. 1437 on the Lake County Line-Okerumh Ranch Section, Federal Lands Highway Emergency Project No. E-1-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Emerg. Constr. Proj.
No. E-1-6

LAKE COUNTY LINE-SHERMAN RANCH SECTION
OF THE LAKEVIEW-BURNS HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 17, 1933.

Completed Work - Statement of completed work will be made upon payment of final voucher.

EMERGENCY WORK - ROADWAY

Roadway thru Unappropriated and Unreserved Federal Lands:
Sta. 3978 to A485; Sta. A485+00 to A575+91;
A632+14 to A674+93; A694+06 to A700+00

State Contract No. 1A37

7,100	cu. yds.	Gravel Subgrade Stabilizer	$0.329	$ 2,335.90
5,500	" "	Cinder Subgrade Stabilizer	0.37	2,035.00
1,250	" "	Truck-hauled Filler	0.20	250.00
49,600	yd. mi.	Hauling Gravel	0.08	3,968.00
14,000	yd. mi.	Hauling Cinders	0.08	1,120.00
2,100	yd. mi.	Hauling Filler	0.08	168.00
			Sub-total	$ 9,886.90
			10% Engr. & Cont.	988.69
			Total............	$10,875.59

Length 12.246 miles
Cost per mile $888.09

Roadway thru Other Lands:
Sta. A575+91 to A632+14; A674+93 to A694+06;

State Contract No. 1A37

1,600	cu. yds.	Gravel Sub-grade Stabilizer	$0.329	$ 526.40
160	" "	Truck-hauled Filler	0.20	32.00
3,400	yd. mi.	Hauling Gravel	0.08	272.00
250	" "	Hauling Filler	0.08	20.00
			Sub-total	$ 850.40
			10% Engr. & Cont.	85.04
			Total............	$ 935.44

Length	1.427 miles
Cost per mile	$655.52

Federal Lands Highway Emergency Constr. Funds Requested	$ 10,875.59
State Funds Available	935.44
Total..........	$ 11,811.03

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

FORM S-C-1 7927 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

ZLP-labc

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

February 14, 1933

✓

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

RECEIVED
FEB 15 1933
OREGON

Dear Sir:

I wish to know if it will be permissable to exceed the amount of "Truck Hauled Filler" given in the bid quantities on the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway.

I figured the amount of filler needed for this job would be about 5600 cubic yards but this was reduced to 3000 cubic yards by the Salem office in order to comply with the B. P. R. ruling to the effect that they would not permit over 15 per cent of clay in the surfacing.

This small amount is not sufficient to build a gravel road in this dry country and I am asking permission to increase the filler. The total cost can be kept within the amount allotted by reducing the amount of gravel used.

Will you please advise me regarding this feature of the work?

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

February 15, 1935

Mr. Forrest E. Cooper, Secretary
Lake County Chamber of Commerce
Lakeview, Oregon

Dear Mr. Cooper:

In reply to your letter of February 11, the surety on the bond furnished by Union Engineering Company in connection with the surfacing of the Valley Falls-Okermann Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties, State Highway Contract No. 1437, is United States Fidelity & Guaranty Company. Mr. C. O. Price is its local manager, Porter Building, Portland, Oregon.

The home address of Union Engineering Co. is 985 N. Summer Street, Salem.

Very truly yours

Secretary

HBG
AJ

J. J. VAN KUELEN
VICE-PRESIDENT

W. V. MILLER
TREASURER

FORREST E. COOPER, SECRETARY

LAKE COUNTY CHAMBER OF COMMERCE

HERYFORD BUILDING

LAKEVIEW, OREGON

DIRECTORS
B. K. SNYDER
H. E. KELTY
E. G. FAVELL
J. J. VAN KUELEN
F. ZIM BALDWIN
C. J. CLAUSE
W. V. MILLER
A. L. THORNTON
E. A. PETSCH

February 11, 1933

Mr. H. B. Glaiyser, Secretary,
State Highway Commission
Salem, Oregon

Dear Sir:

Please send me the name of the surety company which has signed the bond of the Union Construction Company which is engaged at the present time in performing a surfacing contract on the Lakeview-Burns highway. I would also like to know the home address of the contracting firm.

Yours very truly,

Forrest E Cooper
Secretary

FEC/ZD

RECEIVE
FEB 13 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-C-1 2782 1000 1-32

Commissioners
J. C. AINSWORTH, Chairman, Portland
CHAS. K. SPAULDING, Salem
WM. HANLEY, Burns

H. B. GLAISYER, Secretary

ROY A. KLEIN
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of C. W. WANZER, Division Engineer
BEND, OREGON

358 Lake

January 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. ~~H~~. G. Smith

Dear Sir:

I was down to Lakeview last Saturday and as yet the Union Engineering Company of 985 Summer Street, Salem, who were awarded the contract for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, have not shown up on the job. I have previously written these people, asking that work be started but my letters made no impression.

The time limit set for completion of the job is April 30, 1933, which only leaves them about 50% of the allotted time to complete the job. As Mr. J. W. Gallagher lives in Salem, I thought you might be able to see him personally and find out what they intend to do about starting.

In case the work is not started within the next week or so I would recommend that the job be re-let.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

cc John T. Burch
Union Engineering Company

NOTED
State Highway Engineer

RECEIVED
JAN [illegible] 1933
[illegible]

January 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received your letters of December 22 on Oregon Federal Lands Highway Projects E-1-A, E-1-B ~~and E-1-C~~, enclosing project agreement estimates.

As you undoubtedly understand, funds for these projects come from the $3,000,000 appropriated under the Emergency Relief and Reconstruction Act of 1932. Thus, they are in every sense of the word Emergency projects. The preparation of estimates on which the project agreement is to be based should therefore be made in accordance with Mr. MacDonald's memorandum of August 17, 1932, a copy of which has been sent you. The estimate should be prepared in accordance with the sample form attached to the memorandum. The mileage on which the emergency Federal Lands funds are to be spent should be shown.

Referring to program letter of September 28, 1932, evidence should be given in the estimate to the effect that Federal Lands Funds are requested only on these portions of the highway traversing unappropriated and unreserved public lands, as distinguished from other lands.

Concerning the land status, it will be necessary for you to submit letters from the Commissioners of the two Land Offices stating that the status of the ownership of the lands involved has not changed from that shown on the map to which they have previously affixed their signatures. The revised estimates should be forwarded as soon as possible.

We are returning five copies of the estimates for the above mentioned projects, retaining one copy of each for our files.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMM

By
J. A. Elliott
Sr. Highway Engineer

Encls.

#1347

ALP-lake

January 12, 1933

General Grocery Company, Inc.
Portland, Oregon.

Gentlemen:

In response to your inquiry of January 11th we wish to advise that the Union Engineering Company, Salem, were awarded contract No. 1437 which is known as the Valley Falls-CrowmanRanch Section of the Lakeview-Burns Highway in Lake and Harney Counties. This contract consists of 32.2 miles of surfacing.

The amount of the contract is $24,554.20 and the bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, is resident agent.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

GENERAL GROCERY COMPANY INC.
MANUFACTURING
WHOLESALE GROCERS
PORTLAND, OREGON

Jan.11,1933

State Highway Engineer,
Salem,
Oregon.

Dear Sirs:-

We have had an application made to us for credit by the Union Engineering Co. who state they have a road contract at Valley Falls, Oregon. Will you kindly favor us with the name and description of this job?

Thanking you for your courtesy, we remain

Yours very truly,

Credit Dept.

FAD

[illegible]
JAN [illegible]

FORM B-A-1 8003 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 11, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Union Engineering Company,
W. Salem, Oregon.

Gentlemen:

I note several letters from the Division Engineer K. D. Lytle at Bend, making inquiry concerning your delay on the Valley Falls-Okerman Ranch Section.

It was our intention in letting this contract that the work would be done during the winter months and we will not tolerate any further delay in starting the work. Unless active steps are taken to prosecute the work immediately it will be necessary to take legal steps towards the enforcement of the contract.

Please call at this office and explain your plans in regard to this work and the reasons for the delay in starting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

JLP 1 obc

January 3, 1933

Union Engineering Co.
985 N. Summer St.
Salem, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded you by the State Highway Commission for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway in Lake and Harney Counties.

Very truly yours

Secretary

AJ

GENERAL CONTRACTORS
Gravel Plant
Salem, Oregon

UNION ENGINEERING CO.
~~Terminal Sales Building~~
Salem
~~Portland~~, Oregon

1 LP-1abc

November 16, 1932

Oregon State Highway Commission
Salem
Oregon

Attention: Mr. H. B. Glaisyer

Re: Valley Falls-Okerman Ranch
Section of the Lakeview-Burns
Highway

Gentlemen:

I have your letter of the 12th which was forwarded to me here in Roseburg.

In an interview with Chief Engineer R. H. Baldock, on the 8th, he advised that he would recommend the award of the above contract to our company. Since that time I have been getting the necessary equipment ready and expect to be on the job next week.

We thank you for the award of this contract and will procede diligently with same.

Yours very truly,

UNION ENGINEERING COMPANY

By J H Gallagher
President

JHG:O

NOTED
Asst. State Highway Engineer

1LP-labc

Division Engineer's Estimate of Cost

Surfacing

Valley Falls-Okerman Ranch Section

Lakeview-Burns Highway

Pit-run Gravel Surfacing	24,800 cu. yds.	@	$0.40	$9,920.00
Pit-run Cinder Surfacing	5,500 cu. yds.	@	.40	2,200.00
Truck-hauled Filler	5,600 cu. yds.	@	.25	1,400.00
Hauling Gravel	153,000 yd. mi.	@	.09	13,770.00
Hauling Cinders	14,000 yd. mi.	@	.08	1,120.00
Hauling Filler	9,200 yd. mi.	@	.10	920.00
				$29,330.00
Engineering & Contingencies				2,933.00
				$32,263.00

FFP-1a b+c

November 5, 1932

Schmeer & Williams
685 E. 12th Street, North
Portland, Oregon

Gentlemen:

I am returning to you the proposal submitted by you for the surfacing of the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, which was received by the State Highway Commission at its meeting held on November 2, 1932, but was not read at that time due to the fact that it was thought that you had not prequalified to bid on this project.

Investigation now reveals that you were prequalified to bid on this project; therefore, we take this opportunity to express our regrets that the bid was not read along with the others for this job. Inspection of the bids received for this project indicates that of the ten bids received on this project your bid was next to the high bid; therefore, could not have been favorably considered by the State Highway Commission.

The proposal bond submitted by you in connection with the proposal is also returned to you herewith.

Very truly yours,

Secretary

HBG:AJ

[illegible]-1abc

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

October 28, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Lands Highway Project E-1-A, Valley Falls-Pike Ranch section of the Lakeview-Burns Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 28, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today of approval of Oregon Federal Lands Highway Project E-1-B, Pike Ranch-Harney County Line section of the Lakeview-Burns Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 28, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Federal Lands Highway Project No. E-1-C, Lake County Line-Okerman Ranch section of Lakeview-Burns Highway, and of our concurrence as of this date in the award of contract to the low bidder.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

FORM 2-C-1 4802 1M 6-32
COMMISSIONERS
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible]-1abc

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

#1437

October 8, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith please find specifications, estimate and haul data on the Pike's Ranch-Silver Creek Section of the Lakeview-Burns Highway.

You will note that I have provided no surfacing between stations 3460 and 3978. We found a pit at station 3600 but it was poor materials and full of obsidian rock which I hesitated to use.

The job figures about $23,640.00 on government land and $5690.00 on private land. These figures do not include engineering costs. I have only used 3000 cu. yards from the pit at station 3254 as that is all the material available at that place and is not anything extra at that but will prevent the road from becoming muddy.

In accordance with Mr. Davis' request, I made the surfacing from 182+20 to 820. four inches thick.

The cuts where I previously hoped to get gravel that we could crush were not good and that plan had to be abandoned. I am having a sample of the materials from the pit at station 3600 sent in for inspection in case you might think it is OK. There is, probably, about 10,000 to 12,000 yards at that location.

Yours very truly

K D Lytle

K. D. Lytle
Division Engineer

kdl/c

SPECIAL PROVISIONS

Pike's Ranch-Silver Creek Section

Lakeview-Burns Highway

Surfacing

Description of Work:

The work on which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of gravel and cinder surfacing on Units No. 1, No. 2, No. 3, No.4 and No. 5.

The south end of Unit No. 1 is at station 182+20, which station is located approximately 3.4 miles north of Valley Falls. The north end of Unit No. 1 is at station 820. The length of Unit No.1 is 12.07 miles.

The south end of Unit No. 2 is at station 1559, which station is 29.5 miles south of Valley Falls. The north end of Unit No. 2 is at station 1700. The length of this unit is 2.67 miles.

The south end of Unit No. 3 is at station 3260, which station is at the post office at Wagontire. The north end of Unit No. 3 is at station 3460. The length of this unit is 3.79 miles.

The south end of unit No. 4 is at station 3978, which station is 14.9 miles south of the north end of the Lakeview-Burns Highway. The north end of Unit No. 4 is at station 4485. The length of this unit is 9.60 miles.

The south end of Unit No. 5 is at station 4485, which station is 5.3 miles south of the north end of the Lakeview-Burns Highway. The north end is at station 4700. The length of this unit is 4.07 miles.

Date of Completion:

The work to be done under this contract shall be completed not later than ....

Specifications

Materials:

The materials to be used in the construction of the gravel surfacing shall be clean, durable and otherwise suitable gravel obtained from gravel deposits located as below indicated and from such other gravel or cinder deposits (not to exceed two others) as may be selected by the engineer.

Deposit No. 1: On the east side of the highway at station 895.

Deposit No. 2: On the west side of the highway at station 1787.

Deposit No. 3: On the north side of the highway 1¼ miles north of station 3254.

Deposit No. 4: On the west side of the highway at station 4728.

The cinders which will be placed under the gravel between stations 3978 and 4485 shall be clean and otherwise suitable pit-run volcanic cinders obtained from the cinder deposit located at station 4242.

The materials to be used in the construction of any given portion of the surfacing shall, unless otherwise ordered by the engineer, be obtained from which ever one of the sources above described or designated by the engineer is the nearest to that portion of the surfacing.

Acquisition of Rights to Take Materials:

The right to take gravel from the property on which deposits are located will be acquired by the State without cost to the contractor.

Removal of Overburden:

All earth and other matter overlying the gravel shall be removed and wasted, and only the clean and unfouled gravel and cinders shall be placed on the road.

Payment for the removing of the overburden shall be understood to be included in the payments to be made for the excavating and placing of the gravel and cinders; provided, however, that in the case of the two deposits of gravel or cinders which have not been definitely designated but which may be selected by the engineer, payment will be made for the removal of such overburden as is in excess of an average one-foot depth over the entire area necessarily opened up, said payment to be made at a price of twenty (20) cents per cubic yard, pay quantities to be as measured in original position.

Hauling Roads and Clearing:

Reimbursement for whatever expense the contractor may be put to in clearing and grubbing the gravel deposits and in constructing and maintaining hauling roads shall be understood to be included in the payment for the excavating and placing of the gravel.

Preparation of Subgrade:

Preparatory to the construction of the surfacing, the subgrade shall, by means of blade graders and other suitable equipment, be shaped up and brought to uniform crown and grade with a surface free from ruts, humps, depressions and other irregularities. The subgrade shall be further prepared by having a trench bladed into it. The trench shall be of such form and depth that the materials bladed from it will be sufficient to build the earth shoulders alongside the surfacing to the elevation and slope indicated in the typical cross-section plan, and to provide material for use as "filler" if the material from the trench is of a kind suitable for use as filler.

The trench shall be excavated and trimmed to accurate line, grade and cross-section, and shall be so at the time the surfacing materials are placed therein.

Cross-Section of Surfacing:

On all of the units to be surfaced, the width of the surfacing shall be twelve feet. The crown in the 12 foot surfacing shall be one and one-half inches.

The thickness of the surfacing shall be and the approximate quantities of material (gravel or cinders) required to construct it, shall be as follows:

Unit No.	Length of Unit (feet)	Loose thickness (inches)	Approximate Quantities	Kind of Material
1	63,880	4"	9567	Gravel
2	14,100	4"	2115	Gravel
3	20,000	4"	3000	Gravel
4	50,700	5"	3803	Gravel
			4992	Cinders
5	21,500	5"	4088	Gravel.
	170,180			

Thickness of Surfacing:

The surfacing on Units 1, 2 and 3 shall be constructed of gravel laid in one course four inches thick. On Unit 4 the thickness of the first course, which shall be constructed from cinders, shall be three inches. The second course shall be two inches in thickness and shall be constructed with gravel. On Unit 5 the surfacing shall be constructed of gravel laid in two courses of equal thickness. The thickness of any of the courses may be varied if so directed by the engineer.

Removal of Oversize Stones from Gravel Pits:

The materials taken from the deposit which is located at station 895 shall be loaded over a grizzley, the bars on which shall have openings not larger than two inches. Any stones occuring in the materials taken from the gravel pit that are too large to be incorporated in the surfacing shall be raked from the surfacing materials after the materials are deposited on the slopes of the embankment or otherwise disposed of in a manner satisfactory to the engineer.

Removal of Oversize Lumps from Cinder Pit:

The materials which are taken from the cinder pit shall, if too large to be incorporated in the course in which they are used, be broken up by rolling or mashed with a ten ton tractor. Particles too hard to be broken by these means shall be raked off and deposited as directed by the engineer. The contractor shall, make such selection of materials in the pit as to eliminate as far as is practical the hauling out upon the grade the large lumps that cannot be broekn by the above described methods.

Placing of Materials:

The placing of materials shall begin at the point where the vehicles delivering the materials enter upon the road, and shall progress away from the source of materials then being used, and then in the other direction to the other end of the unit.

The hauling of materials from the point of entry upon the road to the point of deposit shall be done over the surfacing materials in place between those points, and this hauling shall be distributed over the width of the surfacing in such manner as to be most effective in the compacting of the surfacing materials.

Addition and Incorporation of Filler:

Following the depositing of the surfacing materials, there shall be spread over those materials such quantities of "Filler" material as the engineer may order. This filler material shall then be mixed with the surfacing materials by hand raking and hand brooming, after which the surfacing materials shall be spread over the roadway in a uniform layer, and there brought to proper crown and grade.

Smoothing and Maintaining:

After the surfacing materials have been placed and have had filler material mixed with them, as above specified, the contractor shall do such blading work as may be necessary to finish the surfacing to a smooth and uniformly crowned surface, and as may be necessary to maintain it free from ruts, corrugations and other deformation until all of the surfacing being constructed from the source of materials then being used is in place.

Sources of Filler Materials:

Where the earth material bladed from the trench in which the surfacing is constructed is suitable for use as filler, it shall be used as filler, the material being moved directly onto the surfacing materials from the shoulders on which it has previously been deposited. Where suitable filler material is not so available, it shall be obtained from such sources as the engineer selects.

Trimming of Shoulders:

After the surfacing is in place, the earth shoulders shall be leveled down, and the entire roadbed surface shall be made to conform to the cross-section indicated in the cross-section plan. If there be any excess of excavated materials, or, if any rock fragments or stones project above the level of the shoulders, such excess materials and rock fragments and stones shall be picked up and disposed of to the satisfaction of the engineer. All earth, stones, rocks and other matter that may come into the cut ditches as a result of the contractor's operations, shall be removed from the ditches and disposed of in a satisfactory manner.

Measurement and Payment:

Payment for the construction of the surfacing will be made at the prices bid for the following items:

1. Pit-run Gravel Surfacing
2. Pit-run Cinder Surfacing
3. Truck-hauled Filler
4. Hauling Gravel
5. Hauling Cinders
6. Hauling Filler

Payment for those items, when made at the prices bid for them, shall comprise full and complete payment for the construction of the surfacing in accordance with the foregoing specifications, including the preparing of the subgrade, the movement of filler materials from the shoulders onto the surfacing, the incorporation of filler materials in the surfacing, the raking out and disposing of oversize materials, and the trimming of the earth shoulders. The only separate or additional payment that will be made is payment for excess "stripping" on gravel pits selected by the engineer, which additional payment will be made as hereinbefore provided.

The basis of measurement and payment for the several pay items shall be as stated in the following paragraphs:

1. Pit-run Gravel Surfacing and Pit-run Cinder Surfacing: The quantities to be paid for at the prices bid per cubic yard for "Pit-run Gravel Surfacing" and "Pit-run Cinder Surfacing" shall be the number of cubic yards of pit-run gravel and the number of cubic yards of pit-run cinders, respectively, actually excavated, loaded and placed on the road in accordance with the specifications. The materials will be measured in the hauling trucks at the points at which they are deposited on the road.

2. **Truck-hauled Filler:** The quantities to be paid for at the price bid per cubic yard for "Truck-hauled Filler" shall be the number of cibic yards of filler material excavated from the filler pits selected by the engineer and hauled onto the road in trucks. They shall not include the quantities of filler material bladed onto or into the surfacing from the shoulders as hereinbefore specified. The truck-hauled filler materials will be measured in the hauling trucks at the points at which they are deposited on the road.

3. **Hauling Gravel, Hauling Cinders and Hauling Filler:** The quantities to be paid for at the prices bid per yard mile for "Hauling Gravel," "Hauling Cinders" and "Hauling Filler" shall be the number of yard miles of hauling work necessarily performed in delivering the gravel, the cinders and the filler, respectively, from the places at which they are excavated to the places at which they are deposited on the road, it being understood that the materials will in every case be hauled from the source which is nearest to the point at which the materials are deposited on the road. The haul distances will be measured in half-mile units, fractional half-miles being allowed for as full half miles.

MISCELLANEOUS PROVISIONS

Right to Increase Amount of Work:

The right is reserved by the Highway Commission to, at any time or times during the progress of the work, increase the amount of work to be done under this contract by extending the limits of the units to be surfaced, by adding new units, and/or by increasing the thickness of the surfacing, it being understood that the total of the increases, computed in dollars and cents, shall not be greater than fifty (50) per cent of the original contract amount unless a greater increase is agreed to by the contractor, and it being understood that if any increases are made, the time limit for the completion of the work will be extended correspondingly. It shall be understood, also, that such increases or extensions as are made will in no case be of a nature which will interfere with the orderly performance of the work as a whole.

Loads to be Leveled:

To facilitate the measurement of the gravel and filler materials to be placed under this contract, each load of material shall be leveled off in the truck.

Counties from Which Labor Is to be Secured:

Under the provisions relating to the selection of labor which are given hereinafter, the contractor shall obtain his labor from such of the following counties as the engineer may designate: Deschutes and Crook. The proportions to be obtained from each county shall be as the engineer orders.

Trucks to be Licensed in the State of Oregon:

All trucks engaged in the work to be done under this contract shall be licensed in the State of Oregon.

Tabulation of Quantities

Pike's Ranch-Silver Creek Section

Lakeview-Burns Highway

Surfacing

	Net quantities	Extra Allowance	Total
Pit-run Gravel Surfacing	22,573	2,227	24,800
Pit-run Cinder Surfacing	4,992	508	5,500
Truck-hauled Filler	5,050	550	5,600
Hauling Gravel	139,357	13,643	153,000
Hauling Cinders	12,899	1,111	14,000
Hauling Filler	8,800	400	9,200

Estimate of Cost

Pike's Ranch-Silver Creek Section

Lakeview-Burns Highway

Surfacing

Item	Quantity	Unit Cost	Amount
Pit-run Gravel Surfacing	24,800 C.Y.	$0.40	$9,920.00
Pit-run Cinder Surfacing	5,500 C.Y.	.40	2,200.00
Truck-hauled Filler	5,600 C.Y.	.25	1,400.00
Hauling Gravel	153,000 Yd.Mi.	.09	13,770.00
Hauling Cinders	14,000 Yd.Mi.	.08	1,112.00
Hauling Filler	9,200 Yd.Mi.	.10	920.00
			$29,300.00
Engineering & Contingencies			2,870.00
Total			$32,200.00

Pike's Ranch-Silver Creek Section

Lakeview-Burns Highway

Surfacing

Quantities on Government Land:

Pit-run Gravel	18,400 C.Y. @	$0.40	$7,360.00	
Pit-run Cinders	5,500 C.Y. @	.40	2,200.00	
Filler	4,400 C.Y. @	.25	1,100.00	
Hauling Gravel	124,000 Y.M. @	.09	11,160.00	
" Cinders	14,000 Y.M. @	.08	1,120.00	
" Filler	7,000 Y.M. @	.10	700.00	
				$23,640.00

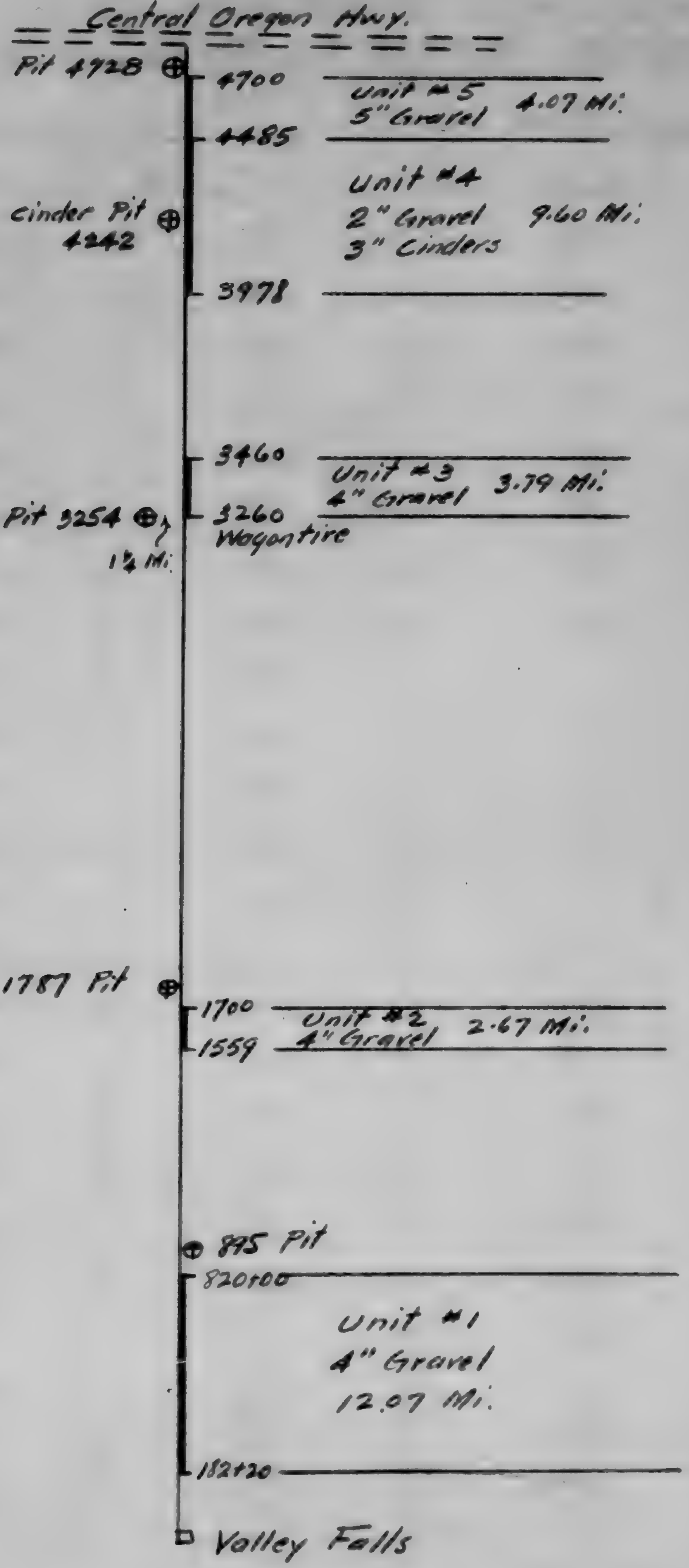
Quantities on Private Land, Lake County:

Pit-run Gravel	1,580 C.Y. @	$0.40	632.00	
Filler	440 C.Y. @	.25	110.00	
Hauling Gravel	14,400 Y.M. @	.09	1,296.00	
Hauling Filler	880 Y. M.@	.10	88.00	
				2,126.00

Quantities on Private Land, Harney County:

Pit-run Gravel	4,820.Cu.Yds. @	$0.40	1,928.00	
Filler	760 " "	.25	190.00	
Hauling Gravel	14,600 Yd.Mi.	.09	1,314.00	
Hauling Filler	1,320. " "	.10	132.00	
				3,564.00
				$29,330.00

Sketch
Showing Proposed Surfacing
Pikes Ranch - Silver Creek Section
Lakeview - Burns Highway



2846—20M—1-32

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 2000 C.Y.
" Haul 4000 Y.M.

Lakeview - Burns Hwy. Surfacing

Gravel to be hauled from Pit at Sta. 895

12' x 4"

Sta	Sta	C.Y. Per Sta.	C.Y.	Dist.	Government C.Y.	Government Yd. Mi.	Private C.Y.	Private Yd. Mi.
182+20	208+60	15	396	13½	396	5346		
208+60	235+00	15	396	13	396	5148		
235+00	261+40	15	396	12½	396	4950		
261+40	287+80	15	396	12	396	4752		
287+80	314+20	15	396	11½	396	4554		
314+20	340+60	15	396	11	396	4356		
340+60	367+00	15	396	10½	396	4158		
367+00	380+95	15	209	10	209	2090		
380+95	393+40	15	187	10			187	1870
393+40	419+80	15	396	9½			396	3762
419+80	446+20	15	396	9			396	3564
446+20	472+60	15	396	8½			396	3366
472+60	476+91	15	65	8			65	520
476+91	499+00	15	331	8	331	2648		
499+00	525+40	15	396	7½	396	2970		
525+40	551+80	15	396	7	396	2772		
551+80	578+20	15	396	6½	396	2574		
578+20	604+60	15	396	6.0	396	2376		
604+60	631+00	15	396	5½	396	2178		
631+00	657+40	15	396	5	396	1980		
657+40	683+80	15	396	4½	396	1782		
683+80	710+20	15	396	4	396	1584		
710+20	736+60	15	396	3½	396	1386		
736+60	763+00	15	396	3	396	1188		
763+00	789+40	15	396	2½	396	990		
789+40	815+80	15	396	2	396	792		
815+80	820+00	15	63	1½	63	95		
			Totals		8127	60669	1440	13082

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 600 C.Y.
" Haul 600 Y.M.

Lakeview - Burns Hwy. Surfacing

Gravel to be hauled from Pit at Sta. 1787

12' x 4"

					Gov't		Private	
Sta	Sta	C.Y. Per sta.	C.Y.	Dist.	C.Y.	Yd. Mi.	C.Y.	Yd. Mi.
1559	1575+80	15	252	4½	252	1134		
1575+80	1602+20	15	396	4	396	1584		
1602+20	1628+60	15	396	3½	396	1386		
1628+60	1655+00	15	396	3	396	1188		
1655+00	1681+40	15	396	2½	396	990		
1681+40	1700+00	15	279	2	279	558		
				Totals	2115	6840		

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 400 C.Y.
" Haul 600 Y.M.

Lakeview - Burns Hwy. Surfacing

Gravel to be hauled from Pit 1¼ Miles North of Sta 3254

12' x 4"

					Gov't		Private	
Sta	- Sta	C.Y. Per Sta.	C.Y.	Dist.	C.Y.	Yd. Mi.	C.Y.	Yd. Mi.
3260+00	3267+20	15	108	1½			108	162
3267+20	3293+60	15	396	2			396	792
3293+60	3320+00	15	396	2½			396	990
3320+00	3346+40	15	396	3			396	1188
3346+40	3372+80	15	396	3½			396	1386
3372+80	3399+20	15	396	4			396	1584
3399+20	3425+60	15	396	4½			396	1782
3425+60	3452+00	15	396	5			396	1980
3452+00	3460+00	15	120	5½			120	660
					Totals		3000	10524

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 500 C.Y
" Haul 500 Y.M.

Lakeview - Burns Highway Surfacing

Cinders to be hauled from Pit at Sta 4242
12' x 3"

					Gov't		Private	
Sta -	Sta	C.Y per sta	C.Y.	Dist	C.Y.	Yd. Mi	C.Y.	Yd. Mi.
3978+00	4004+40	11	290	5	290	1450		
4004+40	4016	11	127	4½	127	572		
4025	4030+80	11	64	4½	64	288		
4030+80	4057+20	11	290	4	290	1160		
4057+20	4066	11	97	3½	97	340		
4071	4083+60	11	139	3½	139	487		
4083+60	4098	11	158	3	158	474		
4110	4136+40	11	290	2½	290	725		
4136+40	4162+80	11	290	2	290	580		
4162+80	4179	11	178	1½	178	267		
4189+20	4215+60	11	290	1	290	290		
4215+60	4242	11	290	½	290	145		
4242	4268+40	11	290	½	290	145		
4268+40	4294+80	11	290	1	290	290		
4294+60	4321+20	11	290	1½	290	435		
4321+20	4347+60	11	290	2	290	580		
4347+60	4374+00	11	290	2½	290	725		
4374+00	4400+40	11	290	3	290	870		
4400+40	4422	11	238	3½	238	833		
4438	4453+20	11	167	4	167	668		
4453+20	4479+60	11	290	4½	290	1305		
4479+60	4485	11	54	5	54	270		
			Totals		4992	12899		

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 750 C.Y.
" Haul 1500 Y.M.

Lakeview - Burns Hwy. Surfacing

Gravel to be hauled from Pit at Sta. 4728

12' x 2"

					Gov't.		Private	
Sta	Sta	C.Y. Per Sta.	C.Y.	Dist.	C.Y.	Yd. Mi.	C.Y.	Yd. Mi.
3978+00	3988+80	7½	81	14½	81	1175		
3988+80	4015+20	7½	198	14	198	2772		
4015+20	4041+60	7½	198	13½	198	2673		
4041+60	4068+00	7½	198	13	198	2574		
4068+00	4094+40	7½	198	12½	198	2475		
4094+40	4120+80	7½	198	12	198	2376		
4120+80	4147+20	7½	198	11½	198	2277		
4147+20	4173+60	7½	198	11	198	2178		
4173+60	4200+00	7½	198	10½	198	2079		
4200+00	4226+40	7½	198	10	198	1980		
4226+40	4252+80	7½	198	9½	198	1881		
4252+80	4279+20	7½	198	9	198	1782		
4279+20	4305+60	7½	198	8½	198	1683		
4305+60	4332+00	7½	198	8	198	1584		
4332+00	4358+40	7½	198	7½	198	1485		
4358+40	4384+80	7½	198	7	198	1386		
4384+80	4411+20	7½	198	6½	198	1287		
4411+20	4437+60	7½	198	6	198	1188		
4437+60	4464+00	7½	198	5½	198	1089		
4464+00	4485+00	7½	158	5	158	790		
		Totals			3803	36714		

20M—1-32

STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 800 C.Y.
" Haul 1600 Y.M.

Lakeview - Burns Highway Surfacing

Gravel to be hauled from Pit at sta 4728

12' x 5"

					Gov't.		Private	
Sta	- sta	C.Y. Per sta	C.Y.	Dist.	C.Y.	Yd. Mi.	C.Y.	Yd. Mi
4485+00	4490+40	19	103	5	103	515		
4490+40	4516+80	19	502	4½	502	2259		
4516+80	4543+20	19	502	4	502	2008		
4543+20	4569+60	19	502	3½	502	1757		
4569+60	4575+91	19	120	3	120	360		
4575+91	4596+00	19	382	3			382	1146
4596+00	4622+40	19	502	2½			502	1255
4622+40	4632+14	19	185	2			185	370
4632+14	4648+80	19	317	2	317	634		
4648+80	4674+93	19	496	1½	496	744		
4674+93	4675+20	19	6	1½			6	9
4675+20	4694+06	19	358	1			358	358
4694+06	4700+00	19	113	1	113	113		
			Totals		2655	8390	1433	3138

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STATE OF OREGON

HIGHWAY DEPARTMENT

TABULATION SHEET

Filler 800 C.Y.
" Haul 1600 Y.M.

Lakeview - Burns Highway Surfacing

Gravel to be hauled from Pit at sta 4728

12' x 5"

					Gov't		Private	
Sta	- Sta	C.Y. Per Sta.	C.Y.	Dist.	C.Y.	Yd. Mi.	C.Y.	Yd. Mi.
4485+00	4490+40	19	103	5	103	515		
4490+40	4516+80	19	502	4½	502	2259		
4516+80	4543+20	19	502	4	502	2008		
4543+20	4569+60	19	502	3½	502	1757		
4569+60	4575+91	19	120	3	120	360		
4575+91	4596+00	19	382	3			382	1146
4596+00	4622+40	19	502	2½			502	1255
4622+40	4632+14	19	185	2			185	370
4632+14	4648+80	19	317	2	317	634		
4648+80	4674+93	19	496	1½	496	744		
4674+93	4675+20	19	6	1½			6	9
4675+20	4694+06	19	358	1			358	358
4694+06	4700+00	19	113	1	113	113		
		Totals			2655	8390	1433	3138

CONTRACT#1438,
1439,1443,1576,

122-B Newberg-McMinnville Sec. 1932

1438, 1439, 1443, 1576

122

#1576

RECEIVED
JAN 3 1938
FOR FILING

Copy for
OSHC

RECEIVED
[illegible] 1937
OREGON
STATE HIGHWAY COMMISSION

December 27,1937

Town of Lafayette
W.F.Hill, Recorder
Lafayette, Oregon

Dear Sir:

We have a copy of your letter of December 19 addressed to the Oregon State Highway Commission soliciting their aid in collecting a charge you have against Harold Blake amounting to $38.00 for ~~water~~ furnished by the town of Lafayette in 1934.

As stated in our letter to you about two weeks ago we had not had any notice of this indebtedness up to that time, we could find no invoice or record of theagarement in our files and had no information from you as to how the charge was figured, so all we could do was to ask you to give us what additional information you could that would enable us to check up on the matter. No one here has any recollection of the settlement agreed on with the town marshall,although it is entirely possible that such an agreement was made.

It is unnecessary for you to solicit the aid of anyone in collecting this bill. However, you will no doubt understand that we must check all bills over carefully and have them approved by some one who knows the charge to be proper before theyare paid.

We again request that you give us whatever additional information you can concerning this charge and you may be assured that the matter will be given prompt attention. Please show the amount of water furnished and who made the arrangement with you for the purchase of it if possible.

Yours very truly

Harold Blake

By Joe Blickle
Joe Blickle

Copy to:
H.B.Glaisyer
Jewett Barton & Leavy

REFERRED TO
BY SECRETARY

NOTED
H B GLAISYER

#1576

122 B

R[illegible]D
J N 3 1938
FOR FILING

December 24, 1937

Mr. W. F. Hill
City Recorder
Lafayette, Oregon

Dear Sir:

This acknowledges your letter of the 19th instant advising of the claim of the City of Lafayette against Contractor Harold Blake, same being in the amount of $38 for use of water from a town hydrant.

The job to which you refer, I believe, is State Highway Contract No. 1576, covering the grading and paving of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County. This job was completed a long time ago and the time for the filing of claims against the bond furnished by the contractor in connection with the project has expired so I doubt that the bond could be held responsible and liable. I might state that the bond was written by the Hartford Accident & Indemnity Company for whom Jewett, Barton & Leavy, and John Kerr Company are local agents with offices in the Lewis Building, Portland. I am today bringing your letter to the attention of the bonding company and also to Mr. Blake.

I trust that you will secure satisfactory settlement of your claim in the near future.

Very truly yours,

HBG:AM

Secretary

REFERRED TO
BY SECRETARY

December 24, 1937

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, & John Kerr Co.
Lewis Building
Portland, Oregon

Gentlemen:

I am handing you herewith a copy of a claim recieved from the Town of Lafayette against Contractor Harold Blake in connection with his contract No. 1576 with the Highway Commission for grading and paving the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

This notice is being sent you inasmuch as you appear surety on the bond furnished in connection with this job.

Very truly yours,

HBG:AM

Secretary

cc - Harold Blake
400 N. Thompson St.
Portland, Oregon

TOWN OF LAFAYETTE, OREGON.

1937
STATE HIGHWAY COMMISSION

December. 19, 1937.

Mr. R. H. Baldock,
State Highway Engineer,
322 State Office Building,
Salem, Oregon.

Dear Mr. Baldock.

During the year 1934 Mr. Harold Blake whose address is 400 North Thompson Street, Portland, Oregon, when engaged in certain improvement work on the State Highway through the Town of Lafayette, Oregon, arrainged with the Town Council of Lafayette, to use watey from the Town hydrants, and to pay the Town an agreed price for the use. Repeated attempts on the part of the Town Council to effect a settlement fre Mr Blake have failed. The Town Marshal at one timd called on Mr. Blake at his office in Portland, and together a statement was worked out by which Mr. Blake was to pay the Town the sum of $ 38.00 , To-date the account remains unpaid .

At the regular monthly meeting of the Town Council on Dec., 6th, the Recorder was instructed to write the State Highway Engineer, stating the facts, and to respectfully solicit the aid of the Department in effecting a settlement from Mr. Blake. The Council feels that the Town was very liberal with Mr. Blake in the use of water, and the sum of $38.00 to be a most conservative charge for the service. Whatever influence you can use to bring about a settlement will be greatly appreciated by the Council .

Very truly yours,

W. F. Hill
W. F. Hill
Recorder of the Town of
Lafayette, Oregon.

ANSWERED
H. B. G.

#1576

December 4, 1934

122B

Hartford Accident & Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1576 for the construction of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 14th.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $118,151.79 including the final payment. Of this amount $1,175.50 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

122-B

October 25, 1934

Mr. Wm. H. Gass
206 Johnson Street
McMinnville, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of October 24 relative to your labor claim. This has been referred to our Construction Engineer, Mr. H. G. Smith, who will investigate and advise you.

Very truly yours,

State Highway Engineer

RHB:HI

cc H. G. Smith

Mc Minnville, Ore
Oct 24. 193[illegible]
201 [illegible]

State Highway Dept
Dear Sirs

During [illegible] June and July I worked on the road construction between Mc Minni and Newberg and had to work some over time as I was oiler on the Lima digger and for which over time I have never been paid for. The time keeper promised to pay this when the highway was [illegible] but it doesn't appear that way. The construction company has a time card each day with the full amount of time and over time marked on it. also I have a record of it here I will give you the dates when I worked over time and

---

MISSIO

LY REPORT

PROJECT

Week Ending Oct. 20, 1934
rk Paving + Grading
fix 36 P.K
umber 1576. 122 B
npletion Oct 15, 1934
date of completion Oct. 15, 1934
time elapsed 95 %
$122458.17
100. %
ct was completed Oct 15, 1934

, important developments, instructions to contractors,

nday and finished

l estimate To Salem

OCT [illegible] 1934
OFFICE OF
DIVIS

OCT 22 1934

H. C. Broadwell.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

amount

June	20.	5 hours	15 m.
June	25.	6 hours	30 m.
June	26.	5 hours	15 m.
June	27.	7 hours	15 m.
June	30.	5 hours	30 m.
July	2	7 hours	45 m.
July	5	5 hours	15 m.
July	11	5 hours	30 m.

They have time cards calling for the same no. of hours and min. on these dates for which overtime they never paid me

My shift consisted of five hours per day - 30 hours per week at 65¢ per hour, oiler on Lima digger for Mr. Brown.

Can this be collected?

I am Yours very truly

Wm. H. Gass

MISSIO

LY REPORT

PROJECT

Week Ending Oct. 20, 1934

rk Paving + Grading

fix 36 P.K.

umber 1576. 122 B

npletion Oct 15, 1934

date of completion Oct. 15, 1934

time elapsed 95 %

. . . . $122458.17

. . . . 100. %

t was completed Oct 15., 1934

, important developments, instructions to contractors,

nday and finished

l estimate to Salem

OCT 1934
OFFICE OF
DIVIS

OCT 22 1934
OF

H. C. Broadwell

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

Form 338—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Oct. 20, 1934

Section Newberg - McMinnville

Kind of work Paving & Grading

Highway Westside - Pacific.

Section prefix 36 P.K

Contractor Harold Blake

Contract number 1576. 123 B

Date of contract Dec. 29, 1934

Date of completion Oct 15, 1934

Date work started April 10, 1934

Estimated date of completion Oct 15, 1934

Amount of contract $124130.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $122458.17

Per cent of contract completed, based on total contract price 100. %

Engineering costs to date, $5978.00 %

Date project was completed Oct 15, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Blake hade crew out monday and finished up the Job.

I sent Blakes Semi Final estimate To Salem Oct. 20th.

Final Report.

OCT [illegible] 1934
OFFICE OF
DIVISION ENGINEER

RECEIVED
OCT 22 1934

H. C. Broadwell.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.56				3.39
Miles partially completed					
Miles completed	3.56				3.39
Total estimated quantities					
Estimated quantities moved or placed to date	26357				39793.34
Average daily quantities	—				
Average daily quantities necessary to complete project on time	—				
Number shifts per day	~~#~~ 1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ... %; .... County, ... %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM						
	Yamhill COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	8					1	9
Men and teams							
~~Men and~~ trucks under 3 tons						1	
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear	—	
Monday	Cool & Cloudy		Finished Job Today.
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

122B

August 22, 1934

Mr. J. A. Lyons
3305 N. E. Halsey Street
Portland, Oregon

Dear Sir:

I hand you herewith one fully executed copy of the agreement between the State of Oregon and yourself covering the matter of disposing of your claims for extra compensation arising our of your contract No. 1438 for the construction of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

Very truly yours

Secretary

HBG:jm

122B

August 22, 1934

Mr. S. H. Probert
Office

Dear Sir:

I hand you herewith two executed copies of the agreement between the State of Oregon, by and through its State Highway Commission, and J. A. Lyons covering the disposition of claims for extra compensation arising out of contract No. 1438 for the construction of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

I have kept the original of this agreement to be attached to the contract and I have sent Mr. Lyons one copy. These two copies are for your disposal.

Very truly yours

Secretary

HBG:jm

172-B

August 13, 1934

Tiffany Grease Works
200 North Trinity Avenue
Fort Worth, Texas

Gentlemen:

Reference is made to your inquiry of August 8 regarding Harold Blake's contract with the State Highway Commission.

This contract is described as Contract No. 1576, grading and paving of Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County. The specified date of completion is October 31, 1934.

Hartford Accident & Indemnity Company wrote the surety bond in connection with this project; the local agents for the surety are Jewett, Barton & Leavy, John Kern Co., Lewis Building, Portland. The amount of the bond is $124,130.00.

Very truly yours,

Secretary

AJ

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
--TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST--
ADD YEARS TO GEARS

TIFFANY GREASE WORKS
200 NORTH TRINITY AVENUE
FORT WORTH, TEXAS

August 8th,1934.

RECEIVED
AUG 1 19

AIR MAIL.
The Oregon State Highway Dept.,
Salem, Ore.

Gentlemen:-

RE: P.E. Hagg, subcontractor.
Under Harold B. Blake, on job
between McMinnville and Portland.

Please be kind enough to note on the bottom of this letter and return to us promptly in the enclosed postage paid envelope, showing the correct Project number under which the above mentioned work is carried as well as the approximate date of completion and the name and address of the surety company.

The enclosed postage paid envelope is for your convenience and we shall be grateful for this courtesy on your part.

Yours very truly,

TIFFANY GREASE WORKS.

E:D

R. W. Wyatt
Credit Manager.

"Good as Gold" TIFFANY "America's Finest"

FORM S-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

122-B

OREGON STATE HIGHWAY COMMISSION
SALEM

July 23, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Dear Sir:

NOTED
State Highway Engineer

Mr. Baldock has made an appointment with Mr. Lyons to go over his claims on the Newberg-McMinnville contract Saturday, July 28th, at 10:00 A.M. o'clock. Will you please arrange to be present at this meeting and also arrange to have the resident engineer attend.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock ✓

122B

July 14, 1934

Mr. J. A. Lyons
5506 N. E. Halsey Street
Portland, Oregon

Dear Sir:

This is to advise that I shall be glad to see you and talk over your claim on Saturday, July 28. I am very sorry, but I have every day taken up until that time. Please advise if this is satisfactory, or set any date you wish subsequent to that.

Very truly yours,

State Highway Engineer

RHB:HI

cc - N. G. Smith

J. A. LYONS
CONTRACTOR
ROAD CONSTRUCTION AND EXCAVATING
TELEPHONE TRINITY 2841

3305 N. E. HALSEY ST.
PORTLAND, OREGON.

July 13, 1934.

RECEIVED
JUL [illegible] 1934

R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

Referring to your letter of May 11th, concerning my claim on our final estimate of the Newberg-McMinnville contract, will you please advise if any action has been taken.

I would appreciate having this matter taken care of at an early date.

Yours very truly,

J. A. Lyons

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. U.S.P.W. NRH 122-B

May 31, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

Encls.

Ion

F4pr 14121

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-122, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 16th day of February, 1925, a project statement, which was approved by the Secretary on the 2nd day of April, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

seventeen thousand, three hundred seventy-eight and 62/100

dollars ($17,378.62) as the share of the United States payable under said act on account of Section B of said project, which is ~~[illegible]~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 42+25.9 in the NW¼ of Section 15, T 4 S, R 4 W, W.M., and survey station 70+00 in the SE¼ of Section 10, T 4 S, R 4 W, W.M.,

, length 0.525 of a mile~~s~~ in Yamhill County, being Section B of Oregon U.S.Public Works project No. NRH-122, consisting of 0.525 of a mile~~s~~ of roadway and no bridges, ~~such~~ of more than 20 feet clear span, ~~of a mile in length~~ known locally as the McMinnville-St.Joseph Junction Unit of the West Side Pacific Highway between official control points Portland and McMinnville.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 3 of said project shall not in any event exceed the sum of seventeen thousand, three hundred seventy-eight and 62/100 dollars ($17,378.62), certified to the Secretary of the Treasury as above mentioned, which ~~does not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~xxx~~), the approved total estimated cost of Section 3 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 18 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
~~[illegible]~~

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—5518

By Wilson
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. [illegible]-122-B. State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $17,376.62 as the total estimated cost of said project, and the sum of $17,376.62 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 18 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

1596 STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1.

In reply please
refer to File No. Ore. NRH & ~~NRS~~ 179-B

Post Office Building
Portland, Oregon.

May 24, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the ________________ project agreement and certificate for the above numbered ~~Federal aid~~ Project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Jon

Appr. 14407

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-179, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of August, 1932, a project statement, which was approved by the Secretary on the 14th day of September, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 3 of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

twenty-two thousand, five hundred thirty-two and 84/100

dollars ($22,532.84) as the share of the United States payable under said act on account of Section 3 of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 179+00 in the S½ of Section 1, T 4 S, R 4 W, and survey station 317+00 in the NE¼ of Section 9, T 4 S, R 3 W, W.M., (excepting therefrom the portion between survey stations 191+65 and 193+66, 199+60 and 245+00 and between survey stations 247+00.4 and 323+46.8, respectively)**

, length **0.510 of a** miles/ in **Yamhill** County, being Section **B** of **Oregon U.S. Public Works** project No. **NRH-179**, consisting of **0.510 of a** miles/ of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~ **known locally as the St. Joseph-West Dayton Section of the West Side Pacific Highway between official control points Portland and McMinnville.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of twenty-two thousand, five hundred thirty-two and 84/100 dollars ($22,532.84), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~

~~[illegible]~~ is ~~[illegible]~~ the approved total estimated cost of Section 1 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

AWS By

Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE

OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Public Works Project No. NRH-179-B. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 22,532.64 as the total estimated cost of said project, and the sum of $ 22,532.64 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of said~~ is the total estimated cost.

Done at the city of Washington, this 17 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE: 193 3—4829

By Acting Chief, Bureau of Public Roads

Apr -19388

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRM-179. Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

Jron

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of April, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of August, 1933, a project statement, which was approved by the Secretary on the 14th day of September, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section 3 of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty thousand, one hundred thirty-two and 97/100 dollars ($20,132.97) as the share of the United States payable under said act on account of Section 3 of said project, which does ~~not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 199+60 at the west city limits of Lafayette and survey station 245+00 at the east city limits of Lafayette (excepting therefrom the portion between survey station 204+00 and 219+43.2)

, length 0.567 of a miles/, in Yamhill County, being Section B of Oregon U. S. Public Works project No. NRM-179, consisting of 0.567 of a miles/of roadway and no bridges, ~~each o~~f more than 20 feet clear span, ~~xtxxxxxxxxxxxxx~~ known locally as the St. Joseph-West Dayton Section of the West Side Pacific Highway between official control points Portland and McMinnville. 5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 1 of said project shall not in any event exceed the sum of twenty thousand, one hundred thirty-two and 97/100 dollars ($20,132.97), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~

~~[illegible]~~ the approved total estimated cost of Section 1 of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1911. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 17 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By
Acting Chief, Bureau of Public Roads

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. NRM-179-B. State of Oregon

Second. That in accordance with said provisions I have approved the sum of $20,132.97 as the total estimated cost of said project, and the sum of $20,132.97 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal percentage share of said~~ total estimated cost.

Done at the city of Washington, this 17 day of May one thousand nine hundred and thirty four

Secretary of Agriculture
~~Secretary of Agriculture~~

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4230

By

Acting Chief, Bureau of Public Roads

April 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the City of Lafayette Section, Project No. NRM 179-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

April 28, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are two signed copies of project agreement for the St. Joseph-West Dayton Section, Project No. NRH 179-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

April 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher, in amount of $5,423.93, for the St. Joseph-West Dayton Section, Project No. E 179-B.

Certain sections were eliminated from the proposed work, for reasons similar to those given for Project No. E-52. It is our request that the project be finaled, based on the now completed work and that the final voucher be approved for payment.

Four copies of a summary of completed federal aid work are likewise enclosed herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

Encl.

J 26

(Stencil #28) UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon NRM 179-B
NRH-179-B

April 23, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Nate
Jor

Encls.

January 31, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the comments contained in your letter of January 24th, with regard to the project agreement estimate for the St. Joseph-West Dayton Section, Project No. NRM and NRH 179-B.

Your comments concerning the discrepancies in the body of the estimate are correct, except the unit price for the item of "Contraction Joints" which should be $0.03 per lineal feet. Accordingly, the totals shown in the estimate for the NRM Project are correct.

In checking the length of the NRH Project, we find the length to be 2,693.4 lineal feet, or 0.510 mile, the length of 0.531 previously used being the result in an error of 100 lineal feet made in our computations. We are unable to check the length of 0.512 mile mentioned in your letter and it has occurred to us that you may have overlooked the equation 245+46.3 = 245+59.1. Will you please check your computations and if we are in error, please advise.

We are enclosing herewith six copies of revised estimate as basis for project agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   National Recovery Project

ST. JOSEPH-WEST DAYTON SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 31, 1934

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 179-B

20' Portland Cement Concrete Pavement
(Sta. 179+00 to 192+65) (Sta. 198+66 to 199+60)
(Sta. 303+00 to 307+09.4) (Sta. 313+65.5 to 317+00)

7,500	cu. yds.	Excavation, Single Classification	$ 0.35	$ 2,625.00
9,120	yd. sta.	Overhaul	0.03	273.60
4,960	yd. mi.	Truck Haul	0.15	744.00
1,600	sq. yds.	Removal of Old Pavement	0.28	448.00
6,800	" "	Portland Cement Concrete Pavement	1.83	12,444.00
680	lin. ft.	Expansion Joints	0.20	136.00
3,770	" "	Contraction Joints	0.03	113.10
4,100	lbs.	Tie Bars and Reinforcement	0.06	246.00
380	only	Dowels	0.18	68.40
620	cu. yds.	Lower Course of Cushion	1.65	1,023.00
200	" "	Top Course of Cushion	1.65	330.00
630	" "	Bottom Course, Rock Shoulders	1.55	976.50
340	" "	Top Course, Rock Shoulders	1.65	561.00
110	" "	Filler	0.35	38.50
140	yd. mi.	Hauling Filler	0.15	21.00
470	lin. ft.	6" Porous Drain Tile	0.35	164.50
100	cu. yds.	Gravel or Crushed Rock Backfill	2.00	200.00
			Sub-total	$ 20,484.40
			10% Engr. & Cont.	2,048.44
			Total	$ 22,532.84

Length 0.510 mile
Cost per mile $ 44,182.03

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 179-B

(City of Lafayette)

20' Portland Cement Concrete Pavement
(Sta. 199+60 to 204+00) (Sta. 219+43.2 to 245+00)

2,200	cu. yds.	Excavation, Single Classification	$ 0.35	$ 770.00
120	yd. sta.	Overhaul	0.03	3.60
56	lin. ft.	12" Concrete Pipe	1.15	64.40
8	" "	48" " "	11.00	88.00
3,040	sq. yds.	Removal of Old Pavement	0.35	1,064.00
7,000	" "	Portland Cement Concrete Pavement	1.83	12,810.00
670	lin. ft.	Expansion Joints	0.20	134.00
3,750	lbs.	Contraction Joints	0.03	112.50
2,900	lbs.	Tie Bars and Reinforcement	0.05	145.00
380	only	Dowels	0.18	68.40
650	cu. yds.	Lower Course of Cushion	1.63	1,059.50
210	" "	Top Course of Cushion	1.65	346.50
690	" "	Bottom Course, Rock Shoulders	1.55	1,067.50
240	" "	Top Course, Rock Shoulders	1.65	396.00
110	" "	Filler	0.35	38.50
110	yd. mi.	Hauling Filler	0.15	16.50
			Sub-total	$ 18,302.70
			10% Engr. & Cont.	1,830.27
			Total	$ 20,132.97

Length 0.867 mile
Cost per mile $ 23,507.68

National Recovery Highway Funds Requested.................................$ 22,532.84
" " Municipal " " 20,132.97

$ 42,665.81

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

January 24, 1934

RECEIVED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of January 22, 1934, enclosing estimate as basis for project agreement for the St.Joseph-West Dayton section, Oregon U.S.Public Works project No. NRH and NRM 179-B.

Our check of your estimate on NRM 179-B reveals a discrepancy of $82.72 which was due to the omission of the item "Contraction Joints," 3,760 Lin.Ft. at $0.05; the omission of the quantity 2900 lbs. of Tie Bars & Reinforcement and the resultant error in extension. According to our check the sub-total is $18,377.90, and the grand total $20,215.69, which is $82.72 more than requested. Will you please submit a revised estimate?

Reference is also made to the length of the NRH project. The correct stationing, as shown on your estimate as basis for project agreement, makes a total of 0.512 mile instead of 0.531. Please check this length and advise.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

January 22, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the St. Joseph-West Dayton Section, Projects No. NRH and NRM 179-B. Under separate cover, we are sending five blueprint copies of the title sheet of the plans, which sheet has been revised to show the units covered by Project E-179-B, and, likewise, by Projects No. NRH and NRM 179-B.

With reference to the comments made in your letter of December 13th, concerning the length of the project and station to station tabulation given on page 14 of the special provisions, we find the following:

The length of 0.534 is correct for the NRM project. In our calculations, we used the Station 192+66 as the end of the Millican Creek Bridge, the correct station being Station 193+66.

The station to station tabulation given in the special provisions shows no work between Station 245+00 and Station 325+12.1. This, however, is incorrect as the plans give the limits of this unit to be Station 247+80.4 and Station 325+12.1.

A resolution from the city authorities concerning encroachments upon Project NRM 179-B will be sent to you at a later date. Maintenance of the project will be performed and paid for by the State.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER
Encl.

Oregon State Highway Department National Recovery Project

ST. JOSEPH-WEST DAYTON SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 22, 1934.

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH 179-B

20' Portland Cement Concrete Pavement
(Sta. 179+00 to 191+65) (Sta. 193+66 to 199+60)
(Sta. 215+00 to 217+02.4) (Sta. 323+46.8 to 327+00)

7,300	cu. yds.	Excavation, Single Classification	$ 0.35	$ 2,555.00
9,130	yd. sta.	Overhaul	0.03	273.90
4,960	yd. mi.	Truck Haul	0.15	744.00
1,830	sq. yds.	Removal of Old Pavement	0.35	640.50
6,800	" "	Portland Cement Concrete Pavement	1.83	12,444.00
630	lin. ft.	Expansion Joints	0.20	126.00
3,770	" "	Contraction Joints	0.03	113.10
4,100	lbs.	Tie Bars and Reinforcement	0.05	205.00
380	only	Dowels	0.18	68.40
620	cu. yds.	Lower Course of Cushion	1.65	1,023.00
200	" "	Top Course of Cushion	1.65	330.00
630	" "	Bottom Course, Rock Shoulders	1.55	976.50
340	" "	Top Course, Rock Shoulders	1.65	561.00
110	" "	Filler	0.35	38.50
140	yd. mi.	Hauling Filler	0.15	21.00
470	lin. ft.	6" Porous Drain Tile	0.35	164.50
100	cu. yds.	Gravel or Crushed Rock Backfill	2.00	200.00
		Sub-total		$ 20,484.40
		10% Engr. & Cont.		2,048.44
		Total		$ 22,532.84

Length	0.531 mile
Cost per mile	$42,434.72

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 179-B

(City of Lafayette)

20' Portland Cement Concrete Pavement
(Sta. 195/60 to 204/00) (Sta. 219/43.2 to 245/00)

2,200	cu. yds.	Excavation, Single Classification	$ 0.35	$ 770.00
120	yd. sta.	Overhaul	0.03	3.60
56	lin. ft.	12" Concrete Pipe	1.15	64.40
8	" "	48" Concrete Pipe	11.00	88.00
3,040	sq. yds.	Removal of Old Pavement	0.35	1,064.00
7,000	" "	Portland Cement Concrete Pavement	1.83	12,810.00
670	lin. ft.	Expansion Joints	0.20	134.00
3,760	lbs.	Tie Bars and Reinforcement	0.05	145.00
380	only	Dowels	0.18	68.40
650	cu. yds.	Lower Course of Cushion	1.65	1,072.50
210	" "	Top Course of Cushion	1.65	346.50
650	" "	Bottom Course, Rock Shoulders	1.55	1,007.50
360	" "	Top Course, Rock Shoulders	1.65	594.00
110	" "	Filler	0.35	38.50
110	yd. mi.	Hauling Filler	0.15	16.50
			Sub-total	$ 18,302.70
			10% Engr. & Cont.	1,830.27
			Total	$ 20,132.97

Length 0.567 mile
Cost per mile $ 35,507.88

National Recovery Highway Funds Requested..............................$ 22,532.04
" " Municipal " " 20,132.97

$ 42,665.01

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department National Recovery Project

ST. JOSEPH-WEST DAYTON SECTION

OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Revised on low bid prices.)
~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, ~~December 9, 1933~~ January —, 1934.

NATIONAL RECOVERY HIGHWAY PROJECT NO. NRH-179-B

20' Portland Cement Concrete Pavement
(Sta. 179+00 to 191+65)(Sta. 19[illegible] to 199+60)
(Sta. 245+00 to 247+60.4)(Sta. 323+46.8 to 317+00)

7,300	cu. yds.	Excavation, Single Classification	$ 0.30	.35	$ 2,190.00	2555.00
9,130	yd. sta.	Overhaul	0.03	.03	273.90	273.90
4,960	yd. mi.	Truck Haul	0.15	.15	744.00	744.00
1,830	sq. yds.	Removal of Old Pavement	0.40	.35	732.00	640.50
6,800	" "	Portland Cement Concrete Pavement	2.00	1.83	13,600.00	12,444.00
630	lin. ft.	Expansion Joints	0.20	.20	126.00	126.00
3,770	" "	Contraction Joints	0.05	.03	188.50	113.10
4,100	lbs.	Tie Bars and Reinforcement	0.05	.05	205.00	205.00
380	only	Dowels	0.20	.18	76.00	68.40
620	cu. yds.	Lower Course of Cushion	2.00	1.65	1,240.00	1,023.00
200	" "	Top Course of Cushion	2.00	1.65	400.00	330.00
630	" "	Bottom Course, Rock Shoulders	1.50	1.55	945.00	976.50
340	" "	Top Course, Rock Shoulders	2.00	1.65	680.00	561.00
110	" "	Filler	0.50	.35	55.00	38.50
140	yd. mi.	Hauling Filler	0.20	.15	28.00	21.00
470	lin. ft.	6" Porous Drain Tile	0.40	[illegible]	188.00	164.50
100	cu. yds.	Gravel or Crushed Rock Backfill	1.50	2.00	150.00	200.00
		Sub-total			$ 21,821.40	20,484.40
		10% Engr. & Cont.			2,182.14	2048.44
		Total			$ 24,003.54	22,532.84

Length 0.549 mile

Cost per mile $ 43,722.29 41,043.42

NATIONAL RECOVERY MUNICIPAL PROJECT NO. NRM 179-B

(City of Lafayette)

20' Portland Cement Concrete Pavement
(Sta. 199+60 to 204+00)(Sta. 219+43.2 to 245+00)

2,200	cu. yds.	Excavation, Single Classification	$ 0.30	.35	$ 660.00	770.00
120	yd. sta.	Overhaul	0.03	.03	3.60	3.60
56	lin. ft.	12" Concrete Pipe	1.50	1.15	84.00	64.40
8	" "	48" Concrete Pipe	10.00	11.00	80.00	88.00
3,040	sq. yds.	Removal of Old Pavement	0.40	.35	1,216.00	1,064.00
7,000	" "	Portland Cement Concrete Pavement	2.00	1.83	14,000.00	12,810.00
670	lin. ft.	Expansion Joints	0.20	.20	134.00	134.00
3,760	" "	Contraction Joints	0.05	.03	188.00	112.80
2,900	lbs.	Tie Bars and Reinforcement	0.05	.05	145.00	145.00
380	only	Dowels	0.20	.18	76.00	68.40
630	cu. yds.	Lower Course of Cushion	2.00	1.65	1,260.00	1,039.50
210	" "	Top Course of Cushion	2.00	1.65	420.00	346.50
650	" "	Bottom Course, Rock Shoulders	1.50	1.55	975.00	1,007.50
360	" "	Top Course, Rock Shoulders	2.00	1.65	720.00	594.00
110	" "	Filler	0.50	.35	55.00	38.50
110	yd. mi.	Hauling Filler	0.20	.15	22.00	16.50
			Sub-total		$ 20,038.60	18,302.70
			10% Engr. & Cont.		2,003.86	1830.27
			Total		$ 22,042.46	20,132.97

Length 0.567 mile

Cost per mile $ 38,875.50 $35,507.88

National Recovery Highway Funds Requested	$ 24,003.54	22,532.84
" " Municipal " "	22,042.46	20,132.97
	$ 46,046.00	42,665.81

State Funds for Construction chap 175 laws 1917 chap [illegible] laws 1920
maintenance chap 41 laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U.S.Public Works project NRH & NRM 179-B, St. Joseph-West Dayton section of the West Side Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO.

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

December 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have been requested to submit title sheets for the following Oregon U. S. Public Works projects:

NRH & NRM 179-B
NRH & NRH 52
NRH 122-B

These should show by stations the limits of all previous Federal Aid improvements and also the limits of the municipal and highway portions of the projects. Five prints of each should be submitted.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH and NRM 179-B, the St. Joseph-West Dayton section of the West Side Pacific Highway, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

NO

The station to station tabulation given on page 14 of the special provisions does not coincide with the stations as listed on the estimates.

OK

For the length of the NRH project, we find 0.531 miles as the length according to the plans. Would suggest you check this length and advise.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. ______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

Sept. 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-179-B, St.Joseph-West Dayton section, West Side Pacific Highway, was made by a representative of this office on August 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

179-B

April 6, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer now to your letter of March 10th, in regard to the Newberg-McMinnville regrading project (F. A. Projects E-52, E-179-B and E-122-B).

At those locations where future changes in grade are planned, the existing roadbed is being widened to a width of forty (40) feet at existing pavement grade. Further widening will, therefore, be required when the roadbed is graded to the grade at which the new pavement is proposed to be built.

There is one exception to the statement made in the preceding paragraph, that being on the portion of the project which is between Stations 162 and 169 of Project E-179-B. At that place the roadbed is being graded to such width that the change to the future grade line will not require further widening.

Relative to the culvert pipe quantities on Project E-179-B, we find the correct quantities to be those shown on the detail plan sheets. We are unable to explain why the quantities shown on the summary sheet are so grossly in error. We have corrected the summary sheet and are sending revised copies under separate cover. We would like your advice as to whether or not it will be necessary to submit a revised project agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:KR

179 B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 31 relative to Oregon Emergency Construction Highway Project E-179-B, and your replies of February 15 and February 24. Mr. Probert later called up and requested that we disregard his letter of February 15. However, we would like a reply covering the subject of cross section where future grade changes are to be made.

Mr. Baldock's letter of February 24 covered future surfacing. However, the subject of the culvert pipe has not as yet been covered.

The summary plan sheet, estimate and detail plans show a discrepancy in this item that does not seem warranted. The summary sheet and project agreement estimate are in agreement but the detail plans are not. For instance, the summary sheet shows 48 ft. of 10" tile, 400 ft. of 12" tile, 150 ft. of 12" concrete pipe, and 40 ft. of 15" concrete pipe; while not one of these items is shown on the detail sheets. On 18" concrete pipe, the summary shows 170 ft., and the detail plans 16 ft.; for 24" concrete pipe the summary shows 90 ft. and the detail plans 24 ft.; for 48" concrete pipe, the summary and estimate show none, while the detail plans show 16 ft.

It is impossible to reconcile such large variations. We have been requested to clear this matter up, and would be pleased to hear from you at your early convenience.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

179-B

FEBRUARY
Twenty-Fourth
1933

Mr. W. H. Lynch, District Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your recent inquiry as to the Highway Commission's plans in regard to the surfacing of the line changes which are being graded on the Newberg-McMinnville Section of the West Side Pacific Highway, Federal Aid Projects 52-A, 122-B and 179-B.

When the grading work on this section was undertaken last fall, it was expected that a contract for the widening of the existing pavement and for the construction of new pavement on the line revisions could be let sometime this year, or, if not this year, at least in 1934. Since that time, however, the financial outlook has changed, and it now appears that the lack of either state funds or federal aid funds, or both, will prevent the performance of the paving work for at least two or three years.

This situation may make it advisable to provide some form of surfacing on some or all of the major line changes, but until our state legislature has adjourned and we know more definitely what state funds we are to have available, and until we know what to look for in the way of federal aid or federal emergency funds, no decision can be made either as to the extent of the work to be done, or the type of surfacing to be used.

We will be pleased to confer with you in regard to these matters as soon as we are able to determine what funds we are to have at our command.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

179-B

October 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of October 24th, suggesting that the grade line for the proposed regrading work, between Newberg and McMinnville, be improved by flattening certain vertical curves.

The changes recommended should, and will, be made, but the work involved cannot well be performed under the regrading contract which we propose to let at this time for the reason that the work will require the removal or covering of approximately one mile of pavement. The work will be best performed at the time the widening of the pavement is undertaken, which it is expected to be within the next two or three years.

The revisions in grade line will be indicated on the Federal Aid plans which will be sent to you within the next day or two.

The change which you have suggested between Stations 208 and 216 is on the main street of the Town of Lafayette, and, for that reason, there is some question about the advisability of undertaking to make it. The present grade at that point is not particularly objectionable and we will want to investigate the situation a little further before agreeing to make any change at that point.

If the above arrangement is not acceptable, please let us know.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

October 24, 1932

RECEIVED
OCT 25 19
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of special provisions and rolled profiles covering proposed Newberg-McMinnville construction, Oregon Federal Aid Projects 52, 122 and 179.

In hastily reviewing these profiles, there are several places where the proposed reconstruction perpetuates some very poor grade profiles, some of which are Sta. 145 - 169; 208 - 216; 255 - 260; 269 - 277; 140 - 145.

We would suggest that the elimination of sharp verticals with resultant bumpy grade line and short sight distance be thoroughly investigated before these projects are submitted for construction.

In Lafayette

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.E-179-B

POST OFFICE BUILDING
PORTLAND, OREG.

March 23, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer.

Encl.

A4'p 14407

Form P. R. 2
State Oregon
Project No. E-179, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 13th day of February, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 10th day of August, 1932, a project statement, which was approved by the Secretary on the 14th day of September, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 7th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of nine thousand, four hundred fifty-nine and 78/100 dollars ($ 9,459.78) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 140+00 in the N.E.¼ of Sec. 11, T. 4 S., R. 4 W., W.M., and survey station 317+00 in the N.E.¼ of Sec. 9, T. 4 S., R. 3 W., W.M.(excepting therefrom those portions between survey stations 205+00 and 219+43.2, and survey stations 248+30 and 343+15.5)

, length 1.896 miles, in Yamhill County, being Section B of Oregon Federal Aid project No. E-179, consisting of 1.858 miles of roadway and one bridge~~s~~, ~~each~~ of more than 20 feet clear span, 0.038 of a mile in length, known locally as the St. Joe - West Dayton section of the West Side Highway, between official control points Portland and McMinnville.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within a reasonable time after completion of the improvement contemplated under this agreement, it will widen to 20 ft. the pavement which is to be used in place, and upon the remaining road embraced in this project, it will place a surfacing 20 ft. in width which will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that any and all construction work in connection with the proposed improvement of the project already performed or completed and now in place, and on which no Federal aid is requested, shall be subject to the inspection and approval of the Secretary or his authorized agents.

(d) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $21,533.42, Federal Aid $6,460.02; one bridge, approved estimate $9,999.22, Federal Aid $2,999.76.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of nine thousand, four hundred fifty-nine and 78/100 dollars ($ 9,459.78), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-one thousand, five hundred thirty-two and 64/100 dollars ($ 31,532.64), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

10

WT 00 6

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of March, 1932

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C F Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-179-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 31,532.64 as the total estimated cost of said project, and the sum of $ 9,459.79 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of March one thousand nine hundred and Thirty-three

C. F. Marvin
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 3—4829

179-B

February 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three signed copies of project agreement covering the St. Joseph-West Dayton Section, Project No. E-179-B.

In reply to the inquiry contained in the last paragraph of your letter of January 31st, concerning the cross-section of the roadway where the existing pavement grade varies considerably from the proposed future pavement grade on this project, please be advised that the partially completed roadway will be constructed to sufficient additional width that the section by continuation of the slope lines, may be constructed to the future pavement grade with the resulting roadway having a width equal to the completed sections being constructed under the present contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
FEB 1 - 1933
OREGON
STATE HIGHWAY COMMISSIO

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 31, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Em. Construc. Hwy. Project E-179-B

We are forwarding herewith three copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate upon which the project agreement was based, together with approved specifications.

There seems to be a considerable discrepancy in culvert pipe quantities as shown on the detail plan sheets, the summary of quantities and the estimate. No two are in agreement. We assume that the plan details are correct, and that the others are in error.

Under this grading contract, what will be the cross section of the roadway where the existing pavement grade varies considerably from the proposed future pavement grade, as between stations 145 and 156?

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer.

Encls.

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the St. Joe-West Dayton Section, Project No. E-179-B.

On the estimate accompanying plans for this work which was submitted previously, the item "90 lin. ft. of 24" concrete pipe" was incorrect. This has accordingly been changed to read "60 lin. ft. of 24" concrete pipe" and "30 lin. ft. of 24" corrugated iron pipe."

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. E-179-B

ST. JOE-WEST DAYTON SECTION OF THE
WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

All Required		Clearing and Grubbing		$ 259.64
57,000	cu. yds.	Excavation, Single Classif.	$ 0.27	15,390.00
54,000	yd. sta.	Overhaul	0.02	1,080.00
400	yd. mi.	Truck Haul	0.12	48.00
30	cu. yds.	Surfacing Approach Roads	2.00	60.00
800	lin. ft.	Salvaging Drain Pipe	0.50	400.00
400	lin. ft.	6" Porous Drain Tile	0.30	120.00
200	lin. ft.	10" Porous Drain Tile	0.60	120.00
40	lin. ft.	10" Concrete Tile	0.80	32.00
400	lin. ft.	12" Concrete Tile	1.10	440.00
150	lin. ft.	12" Concrete Pipe	1.25	187.50
40	lin. ft.	15" Concrete Pipe	1.75	70.00
170	lin. ft.	18" Concrete Pipe	2.25	382.50
60	lin. ft.	24" Concrete Pipe	3.00	180.00
20	lin. ft.	12" Corr. Iron Pipe	1.00	20.00
30	lin. ft.	24" Corr. Iron Pipe	2.00	60.00
				$ 18,849.64

Martin Creek Culvert:

70	cu. yds.	Excavation	$ 1.00	$ 70.00
40	cu. yds.	Class "A" Concrete	12.10	484.00
4,200	lbs.	Metal Reinforcement	0.041	172.20
				$ 726.20

Sub-total	$ 19,575.84
10% Engr. & Cont.	1,957.58
Total, Roadway	$ 21,533.32

Milligan Creek Bridge:

3,400	lin. ft.	Creosoted Piling	$ 0.68	$ 2,312.00
44	M-FBM	Creosoted Lumber	60.00	2,640.00
150	cu. yds.	Class "D" Concrete	12.80	1,920.00
33,000	lbs.	Metal Reinforcement	0.041	1,353.00
412	lin. ft.	Composite Handrail	2.10	865.20
			Sub-total	$ 9,090.20
			10% Engr. & Cont.	909.02
			Total, bridge	$ 9,999.22

Length of Roadway	1.858 miles
" " 1 Bridge	.038 miles
" " Project	1.896 miles
Cost per mile	$11,589.51

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 21,533.32	$ 6,459.99 (30%)	$ 15,073.33
1 Bridge	9,999.22	2,999.76 (30%)	6,999.46
	$ 31,532.54	$ 9,459.75	$ 22,072.79

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 8, 1932

RECEIVED
NOV 12 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

E-179-B

Dear Sir:

This is to advise of our recommendation today for approval of Oregon Emergency Construction Highway Project E-179-A, ~~West Dayton-McMinnville~~ section of the West Side Pacific Highway, and of our concurrence as of this date in the award of contract to the low bidder.

Very truly yours,

W. H. LYNCH
District Engineer

St Joe - West Dayton 179-B

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

October 31, 1932

Mr. W. H. Lynch, District Engr.,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the St. Joe-East Dayton Section, Project No. E-179-B. Five sets of plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER/

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. 179-B.

ST. JOE-WEST DAYTON SECTION OF
THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 31, 1932.

All Required		Clearing and Grubbing		$ 400.00
57,000	cu. yds.	Excavation, Single Classif.	$0.30	17,100.00
54,000	yd. sta.	Overhaul	0.02	1,080.00
400	yd. mi.	Truck Haul	0.15	60.00
30	cu. yds.	Surfacing Approach Roads	1.50	45.00
800	lin. ft.	Salvaging Drain Pipe	0.30	240.00
400	lin. ft.	6" Porous Drain Tile	0.25	100.00
200	lin. ft.	10" Porous Drain Tile	0.30	60.00
40	lin. ft.	10" Concrete Tile	0.50	20.00
400	lin. ft.	12" Concrete Tile	0.80	320.00
150	lin. ft.	12" Concrete Pipe	1.20	180.00
40	lin. ft.	15" Concrete Pipe	1.50	60.00
170	lin. ft.	18" Concrete Pipe	2.00	340.00
90	lin. ft.	24" Concrete Pipe	3.00	270.00
20	lin. ft.	12" Corr. Iron Pipe	1.50	30.00
				$ 20,305.00

Martin Creek Culvert:

70	cu. yds.	Excavation	2.00	$ 140.00
40	cu. yds.	Class "A" Concrete	20.00	800.00
4,200	lbs.	Metal Reinforcement	0.045	189.00
				$ 409.00
		Sub-total		$ 20,714.00
		10% Engr. & Cont.		2,071.40
		Total		$ 22,785.40

Millican Creek Bridge:

3,400	lin. ft.	Creosoted Piling	$0.70	$ 2,380.00
44	M-FBM	Creosoted Lumber	60.00	2,640.00
150	cu. yds.	Class "D" Concrete	18.00	2,700.00
33,000	lbs.	Metal Reinforcement	0.045	1,485.00

412 lin. ft.	Composite Handrail	$2.50	$ 1,030.00
		Sub-total	$ 10,235.00
		10% Engr. & Cont.	1,023.50
		Total	$ 11,258.50

Length of Roadway	1.820 miles
" " 1 Bridge	.038 "
" " Project	1.858 "
Cost per mile	$ 12,263.40

FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds.
Roadway	$ 22,785.40	$ 6,835.62 (30%)	$ 15,949.78
Bridge	11,258.50	3,377.55 (30%)	7,880.95
	$ 34,043.90	$10,213.17	$ 23,830.73

FORM 9-A-1 10749 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

112-P

April 30, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. A. Lyons,
3305 N. E. Halsey St.,
Portland, Ore.

Dear Sir:

I have had no opportunity to discuss your claim for adjustment on the Newberg-McMinnville contract, with Mr. Baldock as immediately after our conference on April 21st, I left for Coos County and just got back prior to the Commission meeting on the 26th.

Mr. Baldock left immediately after the meeting on a trip with the Commission and is still away. I do not wish to discuss this with him until there is ample time to go into the matter thoroughly and I expect he will be home the latter part of the week, when I will present your request and have him review the matter thoroughly.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM S-A-1 10548 10M 3-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 18,1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. H. Lyons,
[illegible] N E Halsey St.,
Portland, Ore.

Dear Sir:

I will be in Salem Saturday morning, April 21st, to go over your final estimate on the McMinnville-Newberg contract. Mr. Eason will also be here and he has the profiles showing the reasons for eliminating certain yardages of your contract.

If possible I suggest that we discuss this on Saturday as otherwise it will have to be postponed until the latter part of next week.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
H

CC to
R. H. Baldock

NOTED

1 8-A-1 12331 10M 11-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

122B

OREGON STATE HIGHWAY COMMISSION
SALEM

March 26, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the starting on the Newberg-McMinnville project, beg to advise that I made an inspection of this project a few days ago and advise against repeating the mistake on the grading of this project. We attempted to carry on the grading during rainy weather with the result that the bottom of two fills became saturated and slid. I consider it to be a serious mistake to build up these fills until they are thoroughly dried out.

The tile to be placed in Dundee could only be done under the most adverse conditions as the drainage ditch was still carrying a considerable quantity of water.

Mr. Blake had his gravel bunkers erected on the Willamette and his foreman was on the job ready to start, which I believe he will do as soon as sub-grade conditions are satisfactory.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By H G Smith

H. G. Smith,
Construction Engineer.

HGS/H

122-B

OREGON STATE HIGHWAY COMMISSION

January 29, 1934

Mr. Leslie M. Scott, Chairman
Oregon State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Sir:

Pursuant to your request I have had an examination made of the claims of J. A. Lyons for underrun in excavation quantities on the Newberg-McMinnville Section of the West Side Pacific Highway. I am attaching copies of both Mr. Mason's and Mr. Smith's letters with relation thereto.

I would recommend that the request for adjustment be denied for the following reasons:

Provision was made and clearly indicated in the contract for the decrease of 29,600 cubic yards of the 34,500 in question, leaving only 4,900 cubic yards eliminated in the town of Dundee, which elimination operated to the material advantage of the contractor. Of the 29,600 cubic yards, 19,812 cubic yards was a 10% allowance for slides and overbreak which did not materialize. It is clearly shown as a contingency item.

Item No. 2, 12,000 cubic yards, was a reduction from the anticipated shrinkage which was estimated at 17% and actually equalled 12%. In my opinion, had Lyons carefully compacted the material in layers in accordance with the specifications, the original estimate of shrinkage would have occurred. The work was done in the winter time and we allowed him to proceed without full compaction because the season of the year made this impossible.

Item No. 3, 17,600 cubic yards, was eliminated in places where it was deemed inadvisable to disturb the present pavement and in accordance with the special provisions with relation thereto which clearly define the powers of the State Highway Department to eliminate such yardage should they consider it necessary. In this manner an apparent gross error can be logically explained and is in accordance with the contract and the best practice in grading construction.

Very truly yours,

State Highway Engineer

RHB:HI

6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 27, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Herewith please find report from Mr. Eason on the contract of the J. A. Lyons Co. for the Newberg-McMinnville Section of the West Side Highway.

This analysis shows the under run is made up of the following items:

1 - 19,812 Cu. Yds. from the 10% allowance for slides and overbreak which was not used.
2 - 12,000 Cu. Yds. reduction from the anticipated shrinkage. Estimated shrinkage was 17% whereas the anticipated shrinkage was only 12%.
3 - 17,600 Cu. Yds. eliminated in places where it is inadvisable to disturb the present pavement.

4 - 4,900 Cu. Yds. eliminated in the City of Dundee.

The first item in this tabulation, the 10% for slides and overbreak has been the policy of the department for many years and is familiar to all the contractors. It is clearly shown on the profile and every contractor knows that this allowance is made to protect the department against unforseen happenings, and may or may not be used as conditions develop.

The second item for under run on shrinkage is also a variable item as the time of doing the work cannot be anticipated, when the plans are made and a considerable variation in shrinkage will occur at various seasons of the year, and under the various methods of compaction. Mr. Lyons performed a large part of this work during the rainy season when full compaction cannot be secured. The shrinkage is plainly shown on the profiles furnished the contractors so that they can adjust their bids to conform to their personal opinion of these matters. Both of these items are variable and depend on natural causes which must be and are considered in a contractor's bid.

The elimination due to interference with existing pavement is provided for on Page 12, of the specifications under "Pavement to be left in Place." It was impossible to determine just how much excavation could practically be excavated adjacent to the existing pavements so the full amount was shown in the specifications; but attention called to the necessity for modification in the special provisions.

The 4,900 cu. yds. eliminated in Dundee, eliminated work of more than average cost so was of financial benefit to the contractor.

Items 3 and 4, construction adjacent to pavements and in Dundee total only 22,500 Cu. Yds. These are the only items for which it is possible to make any adjustment. Items No. 1 and 2 are necessary for the protection of the department in our setup with the Federal Government so that our policy cannot be changed with respect to these safeguards; therefore any attempt of the contractors to interfere with the method of insuring protection to our finances should be resisted to the utmost.

I consider that the contractor has suffered no loss by the elimination of the yardage mentioned under items 3 and 4 and recommend that the claim be rejected.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

-33
ISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

January 22, 1934.

IN REPLY PLEASE REFER TO FILE NO.
36 PJ

RECEIVED
JAN 23 1934
OFFICE OF
CONSTRUCTION ENGINEER

Mr. H. G. Smith,
Construction Engineer
Office.

Dear Sir:

Replying to your letter of January 10th asking for a report and explanation of the underrun in excavation quantities on the J. A. Lyons contract on the West Side Highway, I submit the following facts and comments:-

The contract as let called for the excavation and distribution (as indicated on the profile) of 197,188 cubic yards. An allowance of 19,812 cubic yards was added so that the amount shown on the contract was 217,000 cubic yards. Of the 197,000 cubic yards shown on the profile distribution 17,600 were not excavated because it would have necessitated the disturbance of the present used pavement, which was inadvisable in this grading job. This elimination was provided for in a special provision in the contract which prohibited the disturbance of any part of the pavement or shoulders, either by excavation or covering with embankment. The excavation thus involved would have included the pavement and an interference with traffic, and would have been much more expensive for the contractor than the grading work for which he received credit.

In addition to the above elimination there was a section from Station 95 to 156 in Dundee that was not done because, first, the City of Dundee failed to sign the agreement required of municipalities by the Government before federal funds can be expended within Cities, and, second, it was considered best to do this section with proper provision for drainage. This is included in the present paving contract which provides for a storm sewer. The amount of grading eliminated in this section was 4,900 cubic yards.

January 22, 1934.

Another fact has materially affected the grading quantities on this contract. The work as planned and as shown on the distribution, provided for an average shrinkage of 17% of excavated materials in embankment, and the plans on this basis called for a considerable borrow. The actual shrinkage of excavation in embankment was 12%, which lessened the amount of borrow required by approximately 12,000 cubic yards. A summary of the above is as follows:-

Original Excavation	Actual Excavation	Eliminated Items	
197,188 cu.yds.	166,138 cu.yds.	17,600	interference with paved highway
		4,900	Dundee
		12,000	lessened borrow
		34,500	cu.yds.

The actual excavation plus the elimination exceeds the excavation shown on the distribution. Practically all of the grading work performed consisted of large cuts that had much greater possibility for profit than the sections eliminated. The borrow at the McNary fill near Dundee, which Mr. Lyons considered the best part of his contract, was increased 1,000 cubic yards due to a change in the vertical curve which increased the embankment for which the borrow was made.

An analysis of the above factors that enter into Mr. Lyons' claim for adjustment on account of decreased excavation yardage gives the following results:-

January 22, 1934.

Mr. H. G. Smith - #3.

1. 20,000 yard allowance, being purely an allowance for contingencies and not a part of the distribution, should not be considered.

2. Elimination of sections which would affect the paved highway is provided for in the contract.

3. Elimination of Dundee grading being of small yardage with considerable haul would seem to have operated to the benefit of the contractor.

4. Decreased shrinkage lessened the amount of borrow needed which, though it did not presumably benefit the contractor, was an unalterable fact and had to be taken into account.

Had Mr. Lyons been compelled to do these eliminated sections, his percentage of profit most certainly would have been lessened. It is my opinion, therefore, that his claim has no justification.

Yours very truly,

F. D. Eason

F. D. EASON
Assistant Division Engineer.

FDE:ZR

cc Mr. Wm. E. Chandler
Mr. O. C. Yocom

OREGON STATE HIGHWAY COMMISSION
SALEM

January 10, 1934.

Mr. Wm. E. Chandler,
Division Engineer,
Office.

Attention - Mr. Eason

Dear Sir:

Please submit a written report as to the cause of under run on the J. A. Lyons contract and give an analysis of the effect on his cost.

It is my understanding that a part of this under run is caused by the omissions of certain portions where it was inadvisable to do the widening on account of the disturbance to existing traffic.

It is not apparent from casual observation that Mr. Lyons has suffered any losses due to this lack of yardage - in fact it would appear that the yardage which would have caused him unusual expense has been eliminated and therefore will save a considerable sum of money.

All these should be covered carefully in a report.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R.H. Baldock

H. G. Smith,
Construction Engineer.

ISSIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 9, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith
Construction Engineer
Office

RECEIVED
JAN 10 1934
[illegible]

Dear Sir:

At the request of Mr. Baldock, I am writing to request that you report to him in regard to the conditions which have resulted in an underrun of approximately 25 per cent in the excavation quantities moved under the J. A. Lyons contract for the regrading of the Newberg-McMinnville Section.

This underrun will probably be the basis of a claim for extra compensation, and apparently Mr. Lyons has already discussed the situation to some extent with Mr. Scott. Mr. Baldock, therefore, desires to be fully informed in the matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By S H Probert

S. H. Probert
Office Engineer

SHP:ER

mst 1228

January 22, 1934

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

We are sending to you, by express, one fully executed copy of State Highway Contract No. 1576 which was awarded to you on December 29th for road construction on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Mailed to

January 9, 1934

Dear Sir:

On the day that work is started on the Harold Blake contract for regrading and paving on the Newberg-McMinnville Section of the West Side Pacific Highway, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire please refer to the project by the National Recovery Project number as: Work started today NRH-122-B (or whichever one of the NR projects on which work is started first). When work is started on each of the remaining NR projects of the contract you will please notify Mr. Lynch by letter.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the work.

The date of commencement of work as later shown on the monthly and final estimates must be the same as the date used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. W. E. Chandler

122-B

January 9, 1934

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

At the request of Mr. Baldock, I am writing to request that you report to him in regard to the conditions which have resulted in an underrun of approximately 25 per cent in the excavation quantities moved under the J. A. Lyons contract for the regrading of the Newberg-McMinnville Section.

This underrun will probably be the basis of a claim for extra compensation, and apparently Mr. Lyons has already discussed the situation to some extent with Mr. Scott. Mr. Baldock, therefore, desires to be fully informed in the matter.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

#1438

112-B

January 8, 1934

American Surety Company of New York,
W. A. King, Agent,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1438 for the construction of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County has been completed by the contractor, J. A. Lyons, and that final settlement will be made by the State with said contractor for work done under said contract on or after January 18th, 1934.

The State is not advised of any claims for labor or material, or of the existence of any debts dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $65,199.35 including the final payment. Of this amount $1,765.85 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

122B

January 5, 1934

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

For use in connection with the Newberg-McMinnville regrading and paving project, which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office in the Courthouse at McMinnville, Oregon. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:[illegible]

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works project NRH 122-B, the McMinnville-St. Joseph section of the West Side Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. M. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

[illegible] 1933

December 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have today recommended for approval the plans, specifications and estimate for U. S. P. W. Project Oregon NRH 122-B (reopening Ore. F.A.P. E-122-B) constructing 20' cement concrete pavement.

This is your authority to advertise the above project.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

January 22, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the McMinnville-St. Joseph Section, Project No. NRH 122-B. Five blueprint copies of the plan title sheet, revised to show the limits of Project E-122-B and Project NRH 122-B, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bach/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 122-B

McMINNVILLE-ST. JOSEPH SECTION OF

THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 18, 1934

20' Portland Cement Concrete Pavement
(Sta. 42/28.3 to Sta. 70/00)

340	cu. yds.	Excavation, Single Classification	$ 0.35	$ 119.00
750	yd. sta.	Overhaul	0.03	22.50
64	lin. ft.	12" Concrete Pipe	1.15	73.60
1,330	sq. yds.	Removal of Old Pavement	0.35	465.50
6,500	" "	Portland Cement Concrete Pavement	1.83	11,895.00
560	lin. ft.	Expansion Joints	0.20	112.00
3,520	" "	Contraction Joints	0.03	105.60
2,630	lbs.	Tie Bars and Reinforcement	0.05	131.50
360	only	Dowels	0.18	64.80
590	cu. yds.	Lower Course of Cushion	1.65	973.50
190	" "	Top " " "	1.65	313.50
590	" "	Bottom Course, Rock Shoulders	1.55	914.50
340	" "	Top " " "	1.65	561.00
95	" "	Filler	0.35	33.25
90	yd. mi.	Hauling Filler	0.15	13.50
			Sub-Total	$ 15,798.75
			10% Engr. & Cont.	1,579.87
			Total	$ 17,378.62

Length 0.525 mile
Cost per mile $ 33,102.13

National Recovery Highway Funds Requested $ 17,378.62

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

National Recovery Highway Project No. NRH 172-B

McMINNVILLE-ST. JOSEPH SECTION OF

THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

~~(Estimate to accompany plans. Not as basis for project agreement.)~~

Salem, Oregon, ~~December 9, 1933~~ January -, 1934.

20' Portland Cement Concrete Pavement
(Sta. 42+25.9 to Sta. 70+00)

340	cu. yds.	Excavation, Single Classification	.35	$0.30	$ 102.00	119.00
750	yd. stas.	Overhaul	.03	0.03	22.50	22.50
64	lin. ft.	12" Concrete Pipe	1.15	1.50	96.00	73.60
1,330	sq. yds.	Removal of Old Pavement	.35	0.40	532.00	465.50
6,500	" "	Portland Cement Concrete Pavement	1.83	2.00	13,000.00	11,895.00
560	lin. ft.	Expansion Joints	.20	0.20	112.00	112.00
3,520	" "	Contraction Joints	.03	0.05	176.00	105.60
2,630	lbs.	Tie Bars & Reinforcement	.05	0.05	131.50	131.50
360	only	Dowels	.18	0.20	72.00	64.80
590	cu. yds.	Lower Course of Cushion	1.65	2.00	1,180.00	973.50
190	" "	Top " " "	1.65	2.00	380.00	313.50
590	" "	Bottom Course, Rock Shoulders	1.55	1.50	885.00	914.50
340	" "	Top " " "	1.65	2.00	680.00	561.00
95	" "	Filler	.35	0.50	47.50	33.25
90	yd. miles	Hauling Filler	.15	0.20	18.00	13.50
		Sub-total			$17,434.50	15,798.75
		10% Engr. & Cont.			1,743.45	1579.87
						17,378.62
		Total			$19,177.95	

Length 0.525 miles

Cost per mile $36,529.42 $33,102.13

National Recovery Highway Funds Requested $19,177.95 $17,378.62

State aid for construction chap 175 laws 1917 chap 3 laws 1920

" " maintenance chap 4 laws 1927

December 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We submit herewith two copies of the performance requirement clause which we propose to include in the contract for the Newberg-McMinnville Project (NRM-122-B, NRM-52, NRM-58, NRM-179-B and NRM-179-D).

This clause requires the contractor to prosecute the work during the winter months, but at the same time gives us the control needed to prevent the placing of concrete during freezing weather and at other times when conditions are such that performance of the work would be detrimental to the finished work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:MM

Encl.

Form [illegible]—4M—8-33.

OF   STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending November 18, 1933

Section Newberg-McMinnville

Kind of work Regrading

Highway West Side Pacific

Section prefix 36 PJ

Contractor J. A. Lyons

Contract number 1438 122B

Date of contract November 10, 1932

Date of completion August 31, 1933

Date work started November 15, 1932

Estimated date of completion ...., 193...

Amount of contract $............

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $............

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $5,600.00, 6.3%

Date project was completed August 12, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-final estimate was got out on this job the first of this week and taken into Salem Thursday.

The party is now working up the Newberg-McMinnville paving profile and estimate to conform to the new standards. This will be completed the first of next week and survey party will start on location # 36 WO, under Resident Engineer, J. F. Waller.

RECEIVED
NOV 21 1933
OFFICE OF
DIVISION ENGINEER

Signed:

O. C. Yocom
Res'd. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

September 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-122-B, McMinnville- St.Joseph section, West Side Pacific Highway, was made by a representative of this office on August 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L.J.Caufield
Highway Engineer

RECEIVED
193

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 1, 1933

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the first voucher for Oregon E.C.H.P. E-122-B, covering the period November 15, 1932, to July 15, 1933.

The unit price for salvaging drain pipe is given as $2.00 per Lin.Ft. This unit price should be 50¢. The extension should be $40.50 instead of $162.00.

As the amount involved is small and we wish to pay vouchers as submitted if possible, the voucher is being recommended for payment in the amount submitted, $6,200.25. Please show correct unit price in subsequent vouchers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

122-B

July 26, 1933

Mr. N. G. Smith
Construction Engineer
Office

Dear Sir:

I note the engineering expense on the Newberg-McMinnville Section under O. C. Yocum is running about 9%, having spent approximately $4,400 to date. This seems to be very high for this class of work.

Very truly yours

State Highway Engineer

RHB:MI

127 B

July 1, 1933

Odom & DeBotte
U. S. Bank Building
Salem, Oregon

Gentlemen:

We have received notice from the Secretary of State's office that the claim of Chas. R. McCormick Lumber Company against you, in the sum of $5,42.80, in connection with State Highway Contract No. 1430, construction of three bridges on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County, has been satisfied.

We are correcting our records in conformance therewith.

Very truly yours

Secretary

HBG:AJ

cc Commercial Casualty Insurance Co.
% James Nicholson
First National Bank Bldg.
Salem, Oregon

cc Chas. R. McCormick Lumber Company
McCormick Terminal
Portland, Oregon

Form 30—3165—5M—3—32.

122 B

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date June 10, 1933

Job name Newberg--McMinnville

Pavement widening and shoulder construction

Highway West Side Pacific

County Yamhill *Job prefix* 36-WP

Week from June 3 *to* June 10

Mail address McMinnville, Oregon

Telegraph or telephone address " "

Express and freight address " "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work was started this week. The preliminary work has been disposed of and the profile is now under way. Ralph Baysinger, computor, reported for work on this job June 9.

The profile with the estimated quantities will be completed first, then the map.

JUN 12 1933

JUN 1 1933

NOTED
H. W. L.

Day of Week	WEATHER CONDITIONS A. M.	P. M.
Sunday	Fair	
Monday	Cloudy	
Tuesday	"	
Wednesday	"	
Thursday	Heavy Rains	
Friday	"	"
Saturday	Fair	

Signed

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be measured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed 13.32

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete 25.00

Per cent of office work complete 05

Number of days worked on this project 3

Number of men in party 2

Salary expense this week 33

All other expense this week 5

Previous total expenditure this survey 00.00

Total expenditure including this week 33.00

Survey will be completed about 7-1-33

Completed survey will cost about $400.00

Per mile cost of survey will be about 30.00

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

#1439

122-B

April 25, 1933

Commercial Casualty Insurance Company,
James Nicholson, Agent,
First National Bank Bldg.,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1439 for the construction of three bridges on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County has been completed by the contractors, Odom & Du Rette, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 5th, 1933.

The state has been advised of one claim against this contract, being that of the Chas. R. McCormick Lumber Company in the sum of $3,342.80 for material furnished. You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $11,052.57 including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1438

122-B

April 13, 1933

J. A. Lyons,
1001 Halsey Street,
Portland, Oregon.

Dear Sir:

We have your letter of March 16th requesting an extension of time to September 30th on your contract No. 1438 - Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill.

Please be advised that before your application for further extension of time on this contract can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with this contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

April 11, 1933.

Mr. R. H. Baldock

In reference to the attached application for extension of time on contract 1439, the same being for the construction of two culverts and one trestle on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill, I submit the following report from Mr. Paxson:

> "The work on these structures was completed before the expiration of the time, with the exception of the removal of forms and false work under the sidewalks. On account of the time necessary for the curing of this concrete we could not permit the removal of these supporting forms until April 5. It should not take the contractor over four or five days to remove these forms and complete the surface finish on this section of sidewalk, and complete the cleaning up of the site.
>
> "There has been no inconvenience to traffic or to the grading contractor on this section due to the fact that these structures are not on the present travelled roadway and to the fact that the grading contractor himself has been held up by inclement weather and is not yet ready to make the approach fills.
>
> "The only additional expense to the state due to this delay will be the engineering expense, and, since all the engineering which will be necessary after March 31 will be the final inspection of the job, this would not amount to more than one days time for the resident engineer".

In view of the circumstances hereinabove recited, it would be my recommendation that this extension be granted without penalty.

C. B. McCullough
Bridge Engineer

cc Mr. Glaisyer

#1439

122-B

March 4, 1938

Mr. D. W. Porter, Superintendent
Bond Department
Commercial Casualty Insurance Company
Wilcox Building
Portland, Oregon

Dear Sir:

I thank you for your letter of March 2 advising us relative to the claim of Chas. R. McCormick Lumber Company against Odom & DuBette for lumber furnished that contractor for use in connection with the construction of two culverts and one trestle on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

We shall be pleased to make proper notation in our records with respect to this lien.

Very truly yours

Secretary

HBG:AJ

Commercial Casualty Insurance Company

PACIFIC DEPARTMENT, 220 BUSH STREET, SAN FRANCISCO, CALIF.
Portland Branch Office
708 Wilcox Building ATwater 7521
PORTLAND, OREGON

RECEIVED
MAR 2 - 1933
OREGON
STATE HIGHWAY COMMISSION

March 2, 1933

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer

Dear Mr. Glaisyer:

In re: Bond 217076 - Odom and DuRette-
Contract for construction of two
culverts and one trestle, etc.
Newberg-McMinnville Section, West
Side Pacific Highway, Yamnill Co.
State Highway Contract # 1439

Our agents at Salem, James Nicholson, Inc., have sent us your letter of February 25, enclosing copy of letter addressed to Mr. Hoss, Secretary of State, by the Charles R. McCormick Lumber Company, stating they have a claim for Creosoted lumber in the amount of $3,342.80 against our bond as above captioned.

We have talked to the local office of the lumber company and are informed by them they make it a practice to write such a letter whenever they sell a bill of goods to a contractor and have been doing so recently for the reason that they suffered a loss in the state of Washington by failure to file such notice.

In this particular instance, they also inform us the money is not yet due and, as a matter of fact, I find upon investigation, all of the lumber for this contract has not yet been delivered, or rather at the time I inquired it had not been delivered.

I am giving you this information in fairness to our principal and in order that your records may show that there is no dispute and the bill of the lumber company is not past due.

Yours very truly,

D W Porter

DWP/De

D. W. PORTER, Supt. Bond Dept.

#1439

122-B

February 25, 1933

Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of February 18 enclosing copies of notice of claim filed by Chas. R. McCormick Lumber Company against the surety bond furnished by Odom & DeRette in connection with State Highway Contract No. 1439, construction of three bridges on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

Copies of the notice are being sent to the contractors and the surety on their bond.

Very truly yours

Secretary

AJ

February 25, 1933

Commercial Casualty Insurance Co.
℅ James Nicholson, Inc.
First National Bank Building,
Salem, Oregon

Gentlemen:

We are enclosing copy of notice of claim that has been filed with the Secretary of State by Chas. R. McCormick Lumber Company against the surety bond furnished by Odom & DuRette in connection with State Highway Contract No. 1459, construction of three bridges on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

The claim is in the sum of $5,842.80 and is for work done on the Millican Creek trestle.

This information is given you as you appear as surety on the bond of the contractors.

Very truly yours

Secretary

AJ

cc Odom & DuRette
U. S. Bank Bldg.
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

February 18, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlmen: Attention Mr. H. B. Glaisyer, Secretary

This is to advise that we have today filed a notice of claim by Chas. R. McCormick Lumber Company for materials furnished in the sum of $3,342.80 against the bond taken from Commercial Casualty Insurance Company for work on Millican Creek Trestle in Yamhill County.

We are enclosing a copy of this notice for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State.

HM
encs.

RECEIVED
FEB 25 1933
OREGON
STATE HIGHWAY COMMISSION

COPY

Chas. R. McCormick Lumber Company

Portland, Oregon

Feb. 17, 1933.

Hon. Hal E. Hoss,
Secretary of State,
Salem, Oregon

Dear Sir: Contractor--Odum and Durette.

Notice is hereby given that the undersigned, Chas. R. McCormick Lumber Company, has a claim for Creosoted lumber in the sum of $5,342.60, against the bond taken from Commercial Casualty Insurance Company for the work done on Millican Creek Trestle in Yamhill County.

Yours very truly,

CHAS. R. MC CORMICK LBR. CO.

BY C. W. Phillips

CWP:EK

AUDITOR

Endorsed: File No. 2200
Filed February 18, 1933
HAL E. HOSS,
Secretary of State

FORM S-A-1 6786 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

122-B

February 24, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED

Dear Sir:

Reference is made to yours of February 18th, relative to J. A. Lyons payrolls, Project E.F.A. No. E-52-A, 122-B, 179-B, on which they show lead driver as working more than 30 hours per calendar week.

We have ruled that a driver who has been placed in charge of a fleet of trucks, can be called a lead driver. Since he is in reality the foreman in charge of the fleet, we have so classified him and he would therefore be allowed to work 8 hours a day, seven days a week.

The title is probably misleading and they should have been called truck foremen, but believe you will concur with us in that they should not be limited to the 30 hour per calendar week provision.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R.H. Baldock

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E-122-B

Feb. 17, 1933

Mr. R.H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Emerg. C.H. project.

Very truly yours,

W. H. LYNCH
District Engineer

L J Caufield

By L. J. Caufield
Highway Engineer.

Encl.

Aug. 14/21

Form P. R. 2

State Oregon

Project No. E-122, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 4th day of January, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1933 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 16th day of February, 1925, a project statement, which was approved by the Secretary on the 2nd day of April, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 7th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, nineteen and 23/100 dollars ($4,019.23) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 16+00, a point in Lafayette Avenue near Maple Street in the city of McMinnville and survey station 70+00 in the S.E.¼ Sec.10, T.4 S., R.4 W., W.M.,

length 1.628 miles, in Yamhill County, being Section B of Oregon Federal Aid project No. E-122, consisting of 1.628 miles of roadway and no bridges, ~~[illegible]~~, ~~[illegible]~~ known locally as the McMinnville-St. Joseph Junction section of the West Side Pacific Highway between official control points Portland and McMinnville.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost. 9—5618

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of four thousand, nineteen and 23/100 dollars ($ 4,019.23), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, three hundred ninety-seven and 45/100 dollars ($ 13,397.45), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 113

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7th day of February 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By L M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C F Marvin
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

13

Form PR. 3--Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-122-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 13,397.45 as the total estimated cost of said project, and the sum of $ 4,019.23 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 7th day of February one thousand nine hundred and Thirty-three

C. F. Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 5-A-1 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

122 Vi

OREGON STATE HIGHWAY COMMISSION
SALEM

January 31, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. S. Allen,
County Commissioner of Yamhill County,
McMinnville, Oregon.

Dear Sir:

Your letter of January 7th to Mr. Scott was referred to me for further reply, with particular reference to the Dixon twin culverts which you mentioned. A cardinal principle of highway grading construction is the provision of adequate and proper drainage. The correct solution of drainage design is arrived at by making use of experience in the immediate locality as shown by openings provided for the same stream up or down from the new location, and by the actual measurement of the drainage area of the stream in question. Engineering tables based on a vast experience covering all conditions will give the required opening for the data applying. The values shown in these tables allow for a factor of safety as is proper, for the failure to provide an ample opening, as has occurred on several occasions in our experience, has proved to be a costly matter to remedy.

In the particular case you have called to our attention, the location survey had provided for a 48 inch pipe. The construction engineer in charge of the work, as is required, made a check of all culvert openings on the contract and in the Dixon fill found that there were in use under the present pavement two 42 inch pipes which local residents in the near vicinity claimed have been taxed to capacity in times of heavy run-off. This was evidenced at the time of heavy rains and flood conditions that obtained this winter when there was an actual head at the intakes of these pipes. A survey was then made of the drainage area of this stream above the highway crossing which showed 640 acres involved, and the run-off tables referred to above call for 24 square feet of opening for a condition similar to that ~~obtained~~ in this location. Had time permitted, good engineering practice would have demanded the installation of a box culvert of the required opening, 4' x 6' for example. A 48 inch pipe provides only 12.6 square feet of opening; one 42 inch pipe, 9.6 square feet. It was decided then, after a due consideration subsequent to the investigation mentioned, to use one 48 inch pipe and one 42 inch pipe, which combination gives 22.2 square feet. This is slightly less than the calculated requirement but is somewhat larger than the culverts below in the present used highway. Also, there was a factor of cost involved to the advantage of the State.

January 31, 1933.

Mr. W. S. Allen - Page 2.

As to the one culvert which you say you have one mile farther east or down-stream, we find an entirely different condition exists at this point. I am informed that the culvert is on a 2½% grade whereas the Dixon fill culverts are less than 1% which affects the run-off considerably; and again there is evidence of backwater from the river in times of severe storm which makes the culvert act as an equalizer in that case.

In conclusion, Mr. Allen, I wish to assure you that the matter of culverts on new construction is given all necessary thought and attention to the end that we make no grievous error in providing adequate and sufficient water opening. Allow me to add also that the Federal Bureau of Public Roads' engineers have particularly taken note of this culvert construction at the Dixon fill and not only approved the change but stated that a serious mistake would have been made had the one 48 inch pipe only, been placed.

I trust this explanation and the further assurance that the contractor is being made to observe all the stipulations and regulations required by the Government and which are made a part of his contract, will clarify your understanding of this contract work. In spite of the regulations imposed, the State is obtaining very much more for the money actually expended (100% Federal money) than was received by hand labor in previous years. The contract method was the condition for the use of Federal relief money for highway improvement.

Due to the very bad weather conditions this winter the contractors on all of this relief work have been unable to prosecute their work to the best advantage, both to themselves and the unemployed. There has been in consequence much disappointment because more labor has not been used. Better spring weather will add materially to better results and conditions in this respect.

Yours very truly,

State Highway Engineer.

cc. Leslie M. Scott

, Chairman, Portland
nch, Pendleton
l G. Washburne, Eugene

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

CLERK OF YAMHILL COUNTY

OREGON STATE HIGHWAY COMMISSION
Office of Leslie M. Scott, Chairman
1025-29 Yeon Building
Portland, Oregon

REFERRED TO
Eason
By State Highway Engineer

January 9, 1933.

Advise me about
these culverts.
R.H.B.

Mr. W. S. Allan,
Dundee, Oregon.

Dear Mr. Allan:

Your letter of the 7th I am sending to Mr. Baldock for report on each special item.

On the 'phone he has just informed me that the Lyons contract was let on a machine work basis, in accordance with the federal regulations; that Lyons is not making extra profit by substituting machine work for hand labor; that the experience of the highway department does not bear out your statement that several small contracts would have cheapened the cost.

You say criticism of the engineers "is a serious mistake." Not so, I am glad to hear criticism, and to weigh the evidence, for and against. And as for "grudges," if you suspect any from criticism, I wish to assure you that I have found none, nor evidence of any in the highway department.

Surely, the road should have been built in the better location, originally. There are many such sectors in the highway system. But in each case there were local reasons, and local sentiment and county courts, which could not be ignored. Besides the location was adequate at the time, because later requirements of speed, widths, loads and safety did not then apply. As a practical road builder you see these things, without my telling you in this letter; I think you understand them better than I.

It is one thing to build roads and bridges for temporary use and winter employment, and another thing to build them for long service, maximum mileage, and thrift of revenues and maintenance. Locally, a community may dislike the second policy in a particular case, but, in my opinion, there is no doubt of the state-wide demand, which rises above local self-interest.

Yours truly,

L.M.S.

ack. 1-9-33

CLERK OF YAMHILL COUNTY
E. F. PERKINS
McMINNVILLE, OREGON

January 7 1933

Oregon State Highway Commission
1025-29 Yeon Building
Portland, Oregon.

Attention: Mr. Leslie M. Scott, Chairman.

Gentlemen:

Your letters of recent date were duly received and I noted all you had to say in reference to the Labor conditions etc.

I feel that the reason you have seen fit to write me concerning the above is from the fact that I mentioned in a very short talk I made in Newberg, that the $77,000 contract for grading between Newberg and McMinnville evidently was let on a hand labor basis, and at the price per yard, I still think so.

Had this work been let in three or four different jobs, I am sure you would have received many local bids, and the work would have been done by local people much more cheaply. I did not mention that the contractor was doing anything but living up to the letter of his contract, but if you had to pass by this work every day as I have to, I believe you would see it as I do. Why do winter work if it is not to help the unemployed? Why two culverts on the Dixon place when one mile further East we have one culvert carrying all the water passing through the Dixon twins and draining much more territory.

I know full well that to mention anything which pertains to the engineering department is a serious mistake on my part, but let me say had they taken the advise of the local people of both Dundee and Lafayette, the road would have been built in the first place where you are building it now, and this is not written in the spirit of "I told you so".

Copies mimeo. for Comm.

#2

You must bear in mind that $77,000 is more than our whole road budget in Yamhill County, and we have many bridges to build and repair out of our $60,000.

Yours truly

W S Allan
County Commissioner.

WSA:L

#1439

122-B

January 20, 1933

Union Oil Company of California,
Yeon Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 19th concerning the Odom & DuRette in the vicinity of McMinnville.

Please be advised that the contract which was awarded to the above firm on November 10th is our No. 1439 and is forthe construction of three bridges on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County. The amount of this contract is $11,890.40 and the completion date is March 31, 1933. The bond furnished was written by the Commercial Casualty Insurance Company for whom James Nicholson, who has offices in the First National Bank Bldg., Salem, is resident agent.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

January 19, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: ODOM & DURETTE
Salem, Oregon

It is our understanding that Odom & Durette have a contract at Martin Creek, which is in the vicinity of McMinnville, Oregon.

We anticipate serving these gentlemen with petroleum products on this operation and will therefore appreciate your furnishing us with a complete description of the job, the name of the bonding company and its agent, and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager

LH:B

RECEIVED
JAN 20 1933
OREGON
STATE HIGHWAY COMMISSION

122-B

January 12, 1933

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three signed copies of project agreement covering the McMinnville-St. Joseph Section, Project No. E-122-B.

The last paragraph of your letter transmitting these papers contains an inquiry concerning a discrepancy between the quantity of 24" Culvert Pipe shown on the estimate and the quantity shown on the plans. Please be advised that the quantity shown on the plans is correct. However, since the quantity involved is small, it does not appear that a corrected estimate is essential.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/GS
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 29, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are three copies of agreement for Oregon Emergency Construction Highway Project E-122-B. Also enclosed are one copy each of approved estimate and specifications.

The attached agreement contains a clause obligating the State to construct a pavement adequate for pavement. It should be understood that this means widening the existing pavement, if any of it is left in place.

We have had difficulty in reconciling the quantity or kind of 24" culvert pipe shown in the estimate with that shown on the plans. The plans show 58' (assumed to be concrete) required at Sta. 59+75 and 28' of corrugated iron pipe at Sta. 34+72. Will you please check this detail up and advise us concerning the correct quantities?

Very truly yours,

W H Lynch

1238

W. H. LYNCH
District Engineer

Encls.

RECEIVED
DEC 30 1932
OREGON
STATE HIGHWAY COMMISSION

FORM 8-L-1 800 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

122-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF LESLIE M. SCOTT, CHAIRMAN
1025-29 YEON BUILDING
PORTLAND, OREGON

January 9, 1933.

Mr. W. S. Allan,
Dundee, Oregon.

Dear Mr. Allan:

Your letter of the 7th I am sending to Mr. Baldock for report on each special item.

On the 'phone he has just informed me that the Lyons contract was let on a machine work basis, in accordance with the federal regulations; that Lyons is not making extra profit by substituting machine work for hand labor; that the experience of the highway department does not bear out your statement that several small contracts would have cheapened the cost.

You say criticism of the engineers "is a serious mistake." Not so, I am glad to hear criticism, and to weigh the evidence, for and against. And as for "grudges," if you suspect any from criticism, I wish to assure you that I have found none, nor evidence of any in the highway department.

Surely, the road should have been built in the better location, originally. There are many such sectors in the highway system. But in each case there were local reasons, and local sentiment and county courts, which could not be ignored. Besides the location was adequate at the time, because later requirements of speed, widths, loads and safety did not then apply. As a practical road builder you see these things, without my telling you in this letter; I think you understand them better than I.

It is one thing to build roads and bridges for temporary use and winter employment, and another thing to build them for long service, maximum mileage, and thrift of revenues and maintenance. Locally, a community may dislike the second policy in a particular case, but, in my opinion, there is no doubt of the state-wide demand, which rises above local self-interest.

Yours truly,

122 B

December 27, 1932

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are sending you by express the following copies of state highway contracts which were awarded to C. J. Montag:

Contract No. 1443, construction of pile trestles over small streams on the West Side Pacific Highway in Lane County;

Contract No. 1430, construction of pile trestles over borrow pits on the Siuslaw Highway in Lane County;

Contract No. 1429, construction of pile trestle bridge over Klamath Straits on Midland Secondary Highway No. 420.

These are sent to you for your records as the Aetna Casualty and Surety Company appears as surety on the bonds of the contractor.

Very truly yours

Secretary

AJ

PR- 122-13

RESOLUTION

WHEREAS, State Highway No. 3 of the State of Oregon, known as the West Side Pacific Highway, is routed through the City of McMinnville, Yamhill County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: The easterly half of Lafayette Avenue from the north corporate limits southerly approximately 1800 feet to an intersection with Maple Street.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of McMinnville will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of McMinnville, Yamhill County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 3 of the State of Oregon, known as the West Side Pacific Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of McMinnville, Yamhill, County, Oregon, this 12th day of Decemb 1938.

Attest:

W. J. Gray
Mayor.

G. G. Shirley
City Recorder.

- - - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of McMinnville, Yamhill County, Oregon, on the 12th day of December 1938 at the regular meeting of said Common Council.

Dated this 12th day of Decemb, 1938.

G. G. Shirley
City Recorder.

November 28, 1932

Mr. J. A. Lyons
1001 Halsey St.
Portland, Oregon

Dear Sir:

We are sending you by express an executed copy of the contract that was recently awarded to you for the regrading of the Newberg-McMinnville Section of the West Side Pacific Highway.

Very truly yours,

Secretary

AJ

122-R

November 26, 1932

Odom & DuRette
U. S. Bank Building
Salem, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of ~~a~~ 2 pile trestle bridges over small streams near McMinnville on the West Side Pacific Highway.

Very truly yours,

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the McMinnville-St. Joseph Junction Section, Project No. E-122-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/MR.

Encl.

Oregon State Highway Department.

Emergency Construction
Hwy. Proj. No. E-122-B.

McMINNVILLE-ST. JOSEPH JUNCTION SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1932.

All Required		Clearing and Grubbing		$ 227.50
24,000	cu. yds.	Excavation, Single Classif.	$ 0.27	6,480.00
9,000	yd. sta.	Overhaul	0.02	180.00
39,600	yd. mi.	Truck Haul	0.12	4,752.00
20	cu. yds.	Surfacing Approach Drives	2.00	40.00
400	lin. ft.	Salvaging Drain Pipe	0.50	200.00
100	lin. ft.	12" Concrete Tile	1.10	110.00
80	lin. ft.	12" Concrete Pipe	1.25	100.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
			Sub-total	$12,179.50
			10% Engr. & Cont.	1,217.95
				$13,397.45

Length 1.628 miles

Cost per mile $ 8,229.39

Regular Federal Aid Funds Requested	$ 4,019.23 (30%)
Emerg. Constr. Hwy. Funds Requested	9,378.22
	$13,397.45

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.

" " " Maint.: Chap. 41, laws 1927.

GR122B

November 12, 1932

Odom & Du Ratte,
Salem,
Oregon.

Gentlemen:

At the meeting of the State Highway Commission which was held in Portland on Thursday of this week, consideration was given by the Commission to the bids that were received on November 2 for the construction of two culverts and one trestle with concrete deck on the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

The Commission officially awarded this contract to you at your bid price of $11,880.40, submitted on November 2, and I was instructed by the Commission to inform you of this award and further to inform you that it will be satisfactory for you to commence construction operations immediately.

The contract forms covering this project are now being prepared and will be mailed to you within the next few days for execution.

Very truly yours,

Secretary

HBG:AJ

FORM 8-A-1 8400 3000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

122-B

November 12, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. N. Mackett,
Resident Engineer,
Hillsboro, Ore.

Dear Sir:

I am informed that the 100' scale map submitted on the McMinnville-Newberg Section did not show sufficient ties to completely check the right of way descriptions and that consequently considerable delay has arisen in signing the options.

In the future please have every tie shown on the 100' map which is to be used in any way to complete the right of way description. Show these ties by angle and distance and if possible make complete ties from corner to corner across the center line. Where possible, it is advisable to keep your right of way ties up as the location progresses instead of leaving all section lines and description until the last minute. The method which we have followed in the past encourages carlessness in getting the ties and placing them on the maps especially since the parties are frequently moved from the job in a hurried manner.

We have received a great deal of criticism from the right of way department concerning our descriptions and ties and this work is being very greatly hampered by these faults, therefore your cooperation is desired in every manner possible effecting these matters.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED

122B

November 12, 1932

Mr. J. A. Lyons
1001 Halsey St.
Portland, Oregon

Dear Sir:

At the meeting of the State Highway Commission which was held in Portland on Thursday of this week, consideration was given by the Commission to the bids that were received on November 2, for the regrading of the Newberg-McMinnville Section of the West Side Pacific Highway in Yamhill County.

The Commission officially awarded this contract to you at your bid price of $77,629.50, submitted on November 2, and I was instructed by the Commission to inform you of this award and further to inform you that it will be satisfactory for you to commence construction operations immediately.

The contract forms covering this project are now being prepared and will be mailed to you within the next few days for execution.

Very truly yours,

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, ORES.

November 7, 1932

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon E-122-B, the McMinnville-St. Joseph section of the West Side Pacific Highway, to J. A. Lyons, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

66 66

OR 122B

November 4, 1932

Mr. Theodore Arens
Guaranty Building
Portland, Oregon

Dear Sir:

In response to your telephonic request of this date, I have checked the proposal submitted by you for regrading the Newberg-McMinnville Section of the West Side Pacific Highway, and find that Item No. 5 "Overhaul" is for 260 yard stations. This was a typographical error and should have been 260,000 yard stations.

I have also checked the proposal submitted by Mr. Lyons, to whom the contract was awarded, and find that the same typographical error appeared in the proposal form submitted by him. The extension figured by Mr. Lyons was at 2 cents per yard station, or a total of $5.20. The total given by you for this item was $10.40, or 4 cents per yard station. It is evident, therefore, that both proposals were submitted on the basis of a total of 260 yard stations. However, I wish to call your attention to the fact that the profile, covering this project, called for 260,000 yard stations of overhaul.

Very truly yours,

Secretary

HBG:AJ

November 1st, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the grading of the McMinnville-St. Joseph Junction Section, Project No. E-122-B. Five sets of blueprint plans and five bid proposals are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HH.

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-122-B

McMINNVILLE-ST. JOSEPH JUNCTION SECTION
OF THE WEST SIDE PACIFIC HIGHWAY IN YAMHILL COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, November 1, 1932.

All Required		Clearing and Grubbing		$ 300.00
24,000	cu. yds.	Excavation, Single Classif.	$0.30	7,200.00
9,000	yd. sta.	Overhaul	0.02	180.00
39,600	yd. mi.	Truck Haul	0.15	5,940.00
20	cu. yds.	Surfacing Approach Drives	2.50	50.00
400	lin. ft.	Salvaging Drain Pipe	0.30	120.00
100	lin. ft.	12" Concrete Tile	0.60	60.00
80	lin. ft.	12" Concrete Pipe	1.20	96.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
			Sub-total	$ 14,036.00
			10% Engr. & Cont.	1,403.60
			Total..................	$ 15,439.60

Length	1.628 miles
Cost per mile	$ 9,483.78

Regular Federal Aid Requested	$ 4,631.88 (30%)
Emerg. Constr. Hwy. Funds Requested	10,807.72
	$ 15,439.60

Form 30—3165—5M—3-32.

O.K. 1228

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date October 31, 1932

Job name Newberg--McMinnville Re-grading

Week from October 22 to October 29

Mail address Box 532 McMinnville, Oregon

Highway West Side Pacific

Telegraph or telephone address #208 McMinnville

County Yamhill Job prefix

Express and freight address McMinnville, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Monday: Moving office from Willamina to McMinnville. Tuesday, Wednesday, Thursday, and Friday: Party working on R/W surveys and referencing points on Newberg--McMinnville section. Saturday: Party making Property Ties on Willamina--West survey.

Robt. Batie, Chainman, was temporarily transferred to, R. Furrow, at Portland, October 25, and will return to this party within two weeks.

Many contractors have looked over the Newberg--McMinnville job and plenty of competition is assured.

RECEIVED
NOV 1 - 1932

RECEIVED
NOV 1 1932

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday	Cloudy	Fair
Monday	Cloudy	Cloudy
Tuesday	Fair	Fair
Wednesday	Fair	Cloudy
Thursday	Cloudy	Occ. Showers
Friday	Unsettled	Unsettled
Saturday	Rain	Fair

NOTED

DIV. ENGR.

ASST. DIV. ENGR.

Signed

Title Resident Engineer

GRADING CONSTRUCTION

Total miles of grading in project ......7.37......

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be measured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

FR 122-B

October 24, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of special provisions and rolled profiles covering proposed Newberg-McMinnville construction, Oregon Federal Aid Projects 52, 122 and 179.

In hastily reviewing these profiles, there are several places where the proposed reconstruction perpetuates some very poor grade profiles, some of which are Sta. 145 - 169; 206 - 216; 255 - 260; 269 - 277; 140 - 146.

We would suggest that the elimination of sharp verticals with resultant bumpy grade line and short sight distance be thoroughly investigated before these projects are submitted for construction.

Very truly yours,

W. H. LYNCH
District Engineer

See 36VP

CONTRACT#1439,

SEE:

CONTRACT#1438,

1439 Sib: Contract L-8

CONTRACT#1440,
1459,

PR 178-A Koepke & Hinsdale Slough 1933
1440 Sec.
1459

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 22, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

On December 11 we returned to you for signature the original copy of final voucher on Oregon E.C.H. project No. E-178-A.

We have no record of this voucher having been returned to this office. Will you please advise us regarding the matter at your early convenience, so that the voucher may be forwarded for payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1440

178-a

October 25, 1933

Mr. Collier H. Buffington
Attorney at Law
Gold Beach, Oregon

Dear Sir:

We are in receipt of your letter of October 23 regarding contract awarded to Tom Lillebo for the construction of bridges over Dean Creek, Koepke Slough and Hinsdale Slough on the Umpqua Highway in Douglas County, Contract No. 1,440.

This project was completed by the contractor on June 20, and was accepted by the State Highway Commission on June 28.

According to our records, final payment was made to Mr. Lillebo in September, 1933.

Very truly yours

Secretary

AJ

#1440

LAW OFFICES OF
COLLIER H. BUFFINGTON
GOLD BEACH, OREGON

October 23, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you kindly advise me whether or not final settlement has been made with Mr. Lillebo for the bridges constructed by him upon the Reedsport--Drain highway a few miles East of Reedsport?

A client furnished some materials for these bridges through Mr. Roy Wernich of Coquille, Oregon, and has not yet been paid for the same. He states that Mr. Wernich tells him that the Highway Commission has not yet made final settlement on these bridges.

Yours very truly,

Collier H. Buffington

CHB:MMO

#1459

178-a

SHELL OIL COMPANY

SHELL BUILDING
1218 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oct. 6, 1933.

Secretary of State,
Salem, Oregon.

Dear Sir:

RE: Contract #1459, Koepke and Hinsdale Slough, Douglas County, F. C. Diller.

Will you please advise us the percentage of work finished at this time and the date on which you expect completion; also the total amount of liens, if any, filed against the job. We would appreciate having you advise us immediately after the date of acceptance by your department.

Yours very truly,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

FJH:NEZ

SECRETARY OF STATE
RECEIVED
OCT 9 - 1933
HAL E. HOSS

[illegible] C.

Cont. #1440 - Tom Lillebo [illegible] over Dean Creek, Koepke &
Hinsdale sloughs on the [illegible]

Contract was [illegible]
Final payment was [illegible] June 28, 1933.

[illegible]

#1440

178-a

October 6, 1933

Dalen Manufacturing Co.
Bandon, Oregon

Attention: J. H. Dalen, Manager

Dear Sir:

Reply is made to your letter of October 3rd regarding your claim against the contractor who constructed the Dean Creek Bridge on the Umpqua Highway near Reedsport.

The contract to which you refer is State Highway Contract No. 1440 which was awarded to Tom Lillebo of Reedsport for the construction of bridges over Dean Creek and Koepke and Hinsdale Sloughs on the Umpqua Highway in Douglas County. According to our records this contract was completed on June 20, 1933 and was accepted by the State Highway Commission on June 28, 1933. Our records also show that final payment was made to the contractor on August 18, 1933.

In connection with this contract Mr. Lillebo was required to furnish the State with a surety bond for the protection of all labor and material claims incurred against this work. This bond was written by the United States Fidelity & Guaranty Company for whom C. O. Price is the Resident Agent, with offices in the Porter Building, Portland. We would suggest that you take this matter up with Mr. Price and also file notice of your claim with the Secretary of State, in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Cont. #1440 - Tom Lillebo - Bridges over Dean Creek, Koepke & Hinsdale Sloughs on the Umpqua Hwy. in Douglas Co.

Contract was Completed June 20, 1933 - Accepted June 28, 1933 - Final payment was made on Aug, 18, 1933 -

Surety is:United States Fidelity & Guaranty Co.,
C. O. Price, Ahent, Porter Bldg., Portland.

Y

FACTORY
BANDON, OREGON

R. H. Baldock
State Highway Engineer
Salem, Oregon.

Dear Sir:

In March, April and May we sold and delivered Port Orford cedar material for the Dean's Creek State Highway bridge near Reedsport.

We supplied this material to the contractor through a broker but have been unable to collect for our material and are informed that the State has not yet made a settlement with the contractor and will not do so perhaps until November.

We would appreciate very much having information from your office as to the status of this account.

Sincerely,

[illegible]

By J. W. Dalen
Manager.

Contract 1440

Tom: What is status of this job?

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY DEPARTMENT

DALEN MANUFACTURING COMPANY

PORT ORFORD WHITE CEDAR SEPARATORS
AND LUMBER PRODUCTS

MAIN OFFICE
2028 HUNTER-DULIN BLDG.
SAN FRANCISCO, CAL.

FACTORY
BANDON, OREGON

BANDON, OREGON

Oct. [illegible], 1933

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In March, April and May we sawed and delivered Port Orford cedar material for the Davis Creek State Highway bridge near Broadbent.

We supplied this material to the contractor through a broker but have been unable to collect for our material and are informed that the state has not yet made a settlement with the contractor and will not do so perhaps until November.

We would appreciate very much having information from your office as to the status of this account.

Sincerely,

DALEN MANUFACTURING CO.

By J. H. Dalen
Manager.

Contract 1440

John: What is status of this job?
RHB

RECEIVED
OCT - 1933
OREGON
STATE HIGHWAY COMMISSION

#1459

178-a

September 11, 1933

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1459 for the construction of Koepke and Hinsdale Slough Section of the Umpqua Highway in Douglas County has been completed by the contractor, F. C. Dillard, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 21, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $20,878.02 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

Sept. 2, 1933.

SEP 5 - 1933
OREGON

Mr R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Koepke and Hinsdale Slough -- Umpqua Highway, Oregon E. 178-A, ________________, was made by a representative of this office on Aug. 15, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By E. J. Caufield
E. J. Caufield
Highway Engineer.

#1459
Douglas Co.

178-a

August 17, 1933

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to F. C. Dillard on Contract No. 1459 for the construction of the Koepke and Hinsdale Slough Sections of the Umpqua Highway in Douglas County. This payment will be made on or after August 26, 1933.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1440

178a

August 8, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1440 for the construction of bridges over Dean Creek and Koepke and Hinsdale Sloughs on the Umpqua Highway in Douglas County has been completed by the contractor, Tom Lillebo, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 18, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your informationwe wish to advise that the total amount paid the above contractor in connection with this contract will be $21,788.56 including the final payment. Of this amount $2.52 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form [illegible]—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Aug. 5th. 1933, 193

Section Koepke and Hinsdale Slough

Kind of work Grading and Surfacing

Highway Umpqua

Section prefix 10 P Y - 1

Contractor F. C. Dillard

Contract number 1459 178-a

Date of contract Jan. 25th. 1933, 193

Date of completion June 15th. 1933, 193

Date work started March 1st. 1933, 193

Estimated date of completion July 31st. 1933, 193

Amount of contract $ 22,132.50

Per cent of time elapsed 100% %

Estimated cost of completed project, exclusive of engineering $ 20,500.00

Per cent of contract completed, based on total contract price 100% %

Engineering costs to date, $ 1248.16, 5.6 %

Date project was completed July 31st. 1933, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor complets work monday and starts to move equipment away.

Have final estimate completed except summarising , will complete it monday.

Monday the 31st last day for Geo. Wood as rock checker.

RECEIVED
AUG 7 - 1933
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. G. SMITH

NOTED
H. W. [illegible]

RECEIVED
AUG 7 - 1933
OREGON
STATE [illegible]

Glenn E. Roberts
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM S-A-1 2761 7500 6-38

	GRADING	SURFACI	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.40	0.40			
Miles partially completed	xxxxx	xxxxx			
Miles completed	0.40	0.40			
Total estimated quantities	29,500	1,987			
Estimated quantities moved or placed to date	29,500	1,987			
Average daily quantities	xxxxx	xxxx			
Average daily quantities necessary to complete project on time	xxxxx	xxxxx			
Number shifts per day	xxxxx	xxxxx			
Hours per shift	xxxxx	xxxxx			
Average force on project for week	xxx	xxxxx			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 8761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

177-0

Roseburg, Ore.
July 15, 1933

IN REPLY PLEASE
REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

NOTED
State Highway Engineer

Dear Sir:

Attached hereto you will find application of F. C. Dillard and consent of his surety for an additional extension of 15 days for the completion of contract 1455 - Koepke and Hinsdale Slough Section, Umpqua Highway in Douglas County.

I recommend that a 15 day extension from July 15th, to August 1st, be granted without penalty. The contractor was handicapped by wet weather and by encountering more sandstone than anticipated.

cc. R. H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

RECEIVED
JUL 17 1933
OREGON
COMMISSION

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E. 178-A

June 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encl.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E. 178-A

June 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Highway Engineer

Encl.

Hwy 13698

Form P. R. 2

State Oregon

Project No. E-178, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 18th day of May, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932;

Whereas the Highway Department of said State submitted on the 13th day of May, 1932, a project statement, which was approved by the Secretary on the 11th day of July, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 7th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, three hundred forty-nine and 96/100 dollars ($14,349.96) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 100+00 and 107+00, in Sec. 32; 142+50 and 157+00 in Sec. 33; and 186+80 and 195+00, in Sec. 34, T. 21 S., R. 11 W., W.M.,**

, length **0.553 of a** miles in **Douglas** County, being Section **A** of **Oregon Federal Aid** project No. **E-178**, consisting of **0.513 of a** miles of roadway and **two** bridges, each of more than 20 feet clear span, **0.040** of a mile in length, **known locally as the Koepke Slough, Hinsdale Slough and Dean Creek Units of the Umpqua Highway, between official control points Reedsport and Scottsburg.**

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $31,655.25, Federal Aid $9,496.57; two bridges, approved estimate $16,177.97, Federal Aid $4,853.39.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fourteen thousand, three hundred forty-nine and 96/100 dollars ($14,349.96), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-seven thousand, eight hundred thirty-three and 22/100 dollars ($47,833.22), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 9th day of June, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. G. Tugwell
Acting Secretary of Agriculture.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-178-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 47,833.22 as the total estimated cost of said project, and the sum of $ 14,342.96 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 9th day of June one thousand nine hundred and thirty three

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1440

178-a

June 26, 1933

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Sir:

Please be advised that the time limit on your contract No. 1440 for the construction of bridges over Dean Creek, Koepke and Hinsdale Sloughs in Douglas County expired on May 31st, 1933.

According to our records the above contract was not completed until June 20th, 1933. Kindly make immediate application for an extension of time on this contract so that it will not be necessary to hold up the payment of your estimates.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McK.

cc to Bridge Dept.

NOTED

FORM E-A-1 9000 3M 3-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

11-2

OREGON STATE HIGHWAY COMMISSION
SALEM

June 9, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

[redacted] Sir:

F. C. Dillard has requested a thirty day extension on his contract #1459, Koepke & Hinsdale Slough Section of the Umpqua Highway in Douglas County. Owing to wet weather this Spring, it has not been possible for the contractor to do the grading work. He is using every effort at present to push this work along. The traveling public has not been inconvenienced by reason of the delay not has the engineering cost been increased because our engineering party has been handling other work at the same time.

I wish to recommend that a thirty day extension be granted without penalty. The original specified date of completion is June 15th.

Very truly yours,

E. A. Collier
Division Engineer

NOTED
State Highway Engineer

cc. R.H. Baldock
EAC:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 25, 1933

RECEIVED
APR 26 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of Mr. Probert's April 24 letter forwarding revised estimate for Oregon Emergency Construction Highway Project E-178-A, Koepke Slough, Dean Creek and Hinsdale Slough structures.

The estimates appear to be satisfactory except that on Page 2 the length of roadway on the Koepke Slough Unit has been changed to 676.5' which is 700' less 22-1/2' (outside to outside of walls). This changes the total roadway length to 2,709.4', or 0.513 mi., and the cost per mile to $61,706.14. On Page 3 the length of Koepke Slough Culvert has been changed to 22.5' and the total bridge length to 213.50'.

Sent by bridge dept

However, it is necessary to delay preparation of the agreement pending receipt of War Department approval as requested in our February 17 and April 14 letters. Please advise when such approval may be expected. Further vouchers for this project will not be recommended for payment until this matter of War Department approval is cleared up.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

2137

178-a

April 24, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement, which has been revised in accord with the suggestions contained in your letter of April 14th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-178-A

KOEPKE SLOUGH, DEAN CREEK AND HINSDALE SLOUGH

BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 21, [illegible]

ROADWAY

Koepke Slough Unit

All Required		Clearing and Grubbing		$ 977.31
250	cu. yds.	Class "B" Excavation	$ 0.60	150.00
12,000	cu. yds.	Class "C" Excavation	0.34	4,080.00
6,000	yd. mile	Truck Haul	0.10	600.00
650	cu. yds.	Screened Gravel Surfacing	1.80	1,170.00
70	cu. yds.	Filler	0.30	21.00
70	yd. mi.	Hauling Filler	0.15	10.50
10	M-Gal.	Sprinkling	2.50	25.00
				$ 7,033.81

Hinsdale Slough Unit

Roadway

All Required		Clearing and Grubbing		$ 2,682.00
20,000	cu. yds.	Class "A" Excavation	$ 0.34	6,800.00
250	cu. yds.	Class "B" Excavation	0.60	150.00
24,000	yd. mi.	Truck Haul	0.10	2,400.00
70	lin. ft.	18" Asphalt-Coated Corr.Iron Pipe	2.00	140.00
1,350	cu. yds.	Screened Gravel Surfacing	1.80	2,430.00
180	cu. yds.	Filler	0.30	54.00
180	yd. mi.	Hauling Filler	0.15	27.00
30	M-Gal.	Sprinkling	2.50	75.00
				$ 15,080.00

Culvert

600	cu. yds.	Excavation	$ 3.00	$ 1,800.00
100	cu. yds.	Excavation below plans	1.00	100.00
1,400	lin. ft.	Foundation Piling	0.32	448.00
140	cu. yds.	Class "A" Concrete	17.25	2,415.00
16,000	lbs.	Metal Reinforcement	0.047	752.00
1.5	M-FBM	Lumber and Timber	100.00	150.00
				$ 5,665.00

Earth Approaches to Dean Creek Bridge

500	cu. yds.	Grading Approaches	$ 0.55	$ 275.00
300	yd. mi.	Truck Haul	0.10	30.00
300	cu. yds.	Gravel Topping	2.25	675.00
				$ 980.00

Sub-total	$ 28,777.50
10% Engr. & Cont.	2,877.75
Total	$ 31,655.25

Length of Koepke Unit	654.66 ft.	
" " Hinsdale Unit	1,405.90 "	
" " Dean Creek Unit	629.00 "	
Total length	2,689.56 "	0.509 mile

Cost per mile $ 62,191.06

BRIDGES

Koepke Slough Culvert

500	cu. yds.	Excavation	$ 3.00	$ 1,500.00
150	cu. yds.	Excavation below plans	1.00	150.00
2,400	lin. ft.	Foundation Piling	0.32	768.00
250	cu. yds.	Class "A" Concrete	17.25	4,312.50
23,000	lbs.	Metal Reinforcement	0.047	1,081.00
2.5	M-FBM	Lumber and Timber	100.00	250.00
				$ 8,061.50

Dean Creek Bridge

1,800	lin. ft.	Port Orford Cedar Piling	$ 0.35	$ 630.00
10	M-FBM	Lumber and Timber	57.00	570.00
150	lin. ft.	Trestle Superstructure	18.00	2,700.00
47	lin. ft.	Timber Superstructure on Steel Span	14.25	669.75
36,000	lbs.	Structural Steel	0.0425	1,530.00
12	cu. yds.	Mortar Rubble Masonry	8.00	96.00
All Required		Removal of Old Bridge and Maint. Traffic		450.00
				$ 6,645.75

Sub-total	$ 14,707.25
10% Engr. & Cont.	1,470.72
Total	$ 16,177.97

Length of Koepke Slough Culvert 21.67 ft.
" " Dean Creek Bridge 191.00 "

Total length 212.67 " 0.040 mile

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		Emerg. Constr. Hwy Funds
Roadway	$ 31,655.25	$ 9,496.57	(30%)	$ 22,158.68
2 Bridges	16,177.97	4,853.39	(30%)	11,324.58
	$ 47,833.22	$ 14,349.96		$ 33,483.26

State Funds for Construction: Chap. 173, laws 1917; Chap. 21, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
APR 17 1933
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO

FILE No.

April 14, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your estimate of February 14, 1933, on Oregon Emergency Construction Highway Project E-178-A, Koepke, Dean Creek and Hinsdale Slough Bridges.

The Koepke Slough Culvert, which is a double 10'x10' box, should be classified as a bridge. Although the Federal Aid mileage limitation does not apply to emergency projects, it is desired to keep a separate record of funds allotted to roadways and bridges respectively. We find that it will be possible to include under the bridge the approaches from Sta. 101+30 to Sta. 105+50. This you may do, if you so desire.

In the case of the Dean Creek Bridge, the roadway approaches should not be included in the bridge classification. In cases where the grade line on the approaches departs materially from the natural ground line, it is permissible to include the approaches as part of the bridge. In this particular case, however, the approaches constitute a normal roadway section and should be classified as such in the estimate.

Will you please submit a revised estimate incorporating the changes above outlined?

On February 17 we wrote you requesting that you secure approval from the War Department for the Koepke and Hinsdale Slough Culverts. It is our understanding that the War Department would issue a cancellation of the permits originally issued for the Koepke and Hinsdale Slough Bridges and declare these waterways unnavigable. Will you please secure this approval from the War Department and forward to this office as soon as possible.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

April 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of April 6th, in which inquiry is made concerning the unit price of Class "A" Concrete for the Koepke Slough Culvert, Project No. E-178-A.

Please be advised that the correct unit price for this item is $17.25 and the total cost for the culvert should be $8,061.50, which results in the summary of funds requested being revised as follows:

Item	Total Cost	Federal Aid Funds		Emerg.-Constr. Hwy. Funds
Roadway	$39,444.90	$11,833.47	(30%)	$27,611.43
1 Bridge & Earth Approaches	8,388.32	2,516.49		5,871.83
	$47,833.22	$14,349.96		$33,483.26

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert

Dict. by J. W. Bash/ER

RECEIVED
APR 7 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Construction Highway Project E-178-A.

We note that the project agreement estimate dated February 14, 1933, shows the item Class A Concrete for the Koepke Slough Culvert at the unit price of $17.32 per Cu.Yd. The bid tabulation and contract show $17.25, and the supplemental agreement with the contractor does not provide for an increase in the unit price.

Please advise us which is correct.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

March 1, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of February 28th, containing an inquiry concerning the project agreement estimate for Emergency Construction Highway Project No. E-178-A.

Please be advised that our records show that copies of this estimate were sent to your office on February 15th, together with copies of supplemental agreement concerning the culverts at Koepke Slough and Hinsdale Slough. If, however, you are unable to locate the estimates which our files show were sent to you, we will be pleased to submit additional copies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO ....
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are today in receipt of first voucher for Oregon Em. Constr. Hwy. Project No. E-178-A, but find we have not yet received project agreement estimate covering this work. Will you please forward us the usual copies of this document in order that the voucher may be handled promptly.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

RECEIVED
MAR 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

178-a

February 24, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of February 17th, we are enclosing herewith three copies of our letter, one of which is certified, to the contractor who was awarded the contract covering the construction of the Koepke Slough and Minsdale Slough culverts, project No. E-178-A, in which letter a request was made that the contractor agree, by supplemental agreement, to the changes in plans for these culverts.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

COPY

February 10, 1933.

Mr. Tom Lillebo,
Reedsport, Oregon.

Dear Sir:

You are, of course, aware of the fact that we have found it necessary to make certain changes in the construction of the culverts over Koepke Slough and Hinsdale Slough for which you have the contract.

These changes will make the culverts cost more than was anticipated when the contracts were signed, and we are requesting the Bureau of Public Roads to participate in this additional cost. Accompanying our request it will be necessary for us to furnish a copy of an agreement with you wherein you agree to construct these culverts as revised at the same unit prices as shown in the contract. In order to save you the trouble of composing a letter, we are enclosing one herewith for your signature. This letter is sent in triplicate, one copy to be retained for your files and the other two copies to be returned to this office.

We would be pleased to have you sign and return this letter immediately if you have no objection to the changes in order that we may complete negotiations with the Bureau of Public Roads.

Very truly yours,

C. B. McCullough
Bridge Engineer

By

W. A. Reeves
Office Engineer

WAR:AP
Enclosures.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

Feb. 17, 1933

RECEIVED
FEB 19 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are in receipt of your letter of February 15th enclosing estimate and supplementary agreement covering changes in plans for Koepke Slough and Hinsdale Slough culverts, Emerg. Constr. Hwy. Project No. E-178-A.

In Mr. Lillebo's letter of February 11th to you, reference is made to your letter of February 10th. To complete the supporting documents for this project it is necessary that we have one certified and two typed copies of your February 10th letter. Will you please forward these at your early convenience.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

112a

February 17, 1933

Mr. F. C. Dillard,
88 Summit Ave.,
Medford, Oregon.

Dear Sir:

We are sending you, under separate cover, an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Koepke and Hinsdale Slough Section of the Umpqua Highway in Douglas County.

This copy is for your records and files.

Very truly yours,
STATE HIGHWAY COMMISSION,
By
Secretary.

J. McF.

177-a

February 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Koepke Slough, Dean Creek and Hinsdale Slough Bridges and earth approaches, Emergency Project No. E-178-A.

We are, likewise, enclosing three copies of supplemental agreement covering the changes in plans for the Koepke Slough and Hinsdale Slough culverts, which changes have resulted in increased quantities as noted on the supplemental agreement. These revised quantities have been incorporated in the project agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/ER

Encl.

Reedsport, Oregon
February 11, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. C. B. McCullough, Bridge Engr.

Gentlemen:

In reply to your letter of February 10, with reference to changes in plans on the Koepke Slough and Hinsdale Slough culverts, please be advised that inasmuch as the additional construction involved by reason of the changes which have been made can be accomplished at practically the same unit cost as the construction as shown on the original plans, I therefore agree to construct these culverts in accordance with the revised designs at the same unit prices as are shown in your Contract No. 1440, Federal Aid Project No. E-178 A.

It is my understanding that the estimated quantities for the structures as revised are as follows:

Koepke Slough:

Excavation	500	cubic yards
Excavation below Elev. shown	150	cubic yards
Foundation Piling	2,400	lineal feet
Class "A" Concrete	250	cubic yards
Metal Reinforcement	23,000	pounds
Lumber and Timber	2.5	M-FBM

Hinsdale Slough:

Excavation	600	cubic yards
Excavation below Elev. shown	100	cubic yards
Foundation Piling	1,400	lineal feet
Class "A" Concrete	140	cubic yards
Metal Reinforcement	16,000	pounds
Lumber and Timber	1.5	M-FBM

It is also my understanding that inasmuch as the grading work will probably not be completed at the time the bridges are completed, and that it would be necessary, if I were to take out the old bridges, for me to come back later and do so, the item for the removal of the old bridges at Koepke and Hinsdale Sloughs, will be deleted from my contract. It is, of course, understood that I will not be paid for the removal of the old bridges.

Very truly yours,

Tom Lillebo (sgd)

Oregon State Highway Department

Emerg. Construction
Emg. Proj. No. E-17[illegible]

KOEPKE SLOUGH, BEAR CREEK AND HINSDALE SLOUGH

BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 14, 1933

ROADWAY

Hinsdale Slough Unit

Culvert

600	cu. yds.	Excavation	$ 3.00	$ 1,800.00
100	" "	Excavation below plans	1.00	100.00
1,400	lin. ft.	Foundation Piling	0.32	448.00
140	cu. yds.	Class "A" Concrete	17.25	2,415.00
16,000	lbs.	Metal Reinforcement	0.047	752.00
1.5	M-FBM	Lumber and Timber	100.00	150.00
				$ 5,665.00

Roadway

All Required		Clearing and Grubbing		$ 2,022.69
20,000	cu. yds.	Class "A" Excavation	0.34	6,800.00
250	cu. yds.	Class "B" Excavation	0.60	150.00
34,000	yd. mi.	Truck Haul	0.10	3,400.00
70	lin. ft.	18" Asphalt-Coated Corr. Iron Pipe	2.00	140.00
1,350	cu. yds.	Screened Gravel Surfacing	1.80	2,430.00
180	cu. yds.	Filler	0.30	54.00
180	yd. mi.	Hauling Filler	0.15	27.00
30	M-Gal.	Sprinkling	2.50	75.00
				$15,098.69
				$20,763.69

Koepke Slough Unit

Culvert

500	cu. yds.	Excavation	$3.00	$ 1,500.00
150	" "	Excavation below plans	1.00	150.00
2,400	lin. ft.	Foundation Piling	0.32	768.00

250	cu. yds.	Class "A" Concrete	$17.32	$ 4,330.00
23,000	lbs.	Metal Reinforcement	.047	1,081.00
2.5	M-FBM	Lumber and Timber	100.00	250.00
				$ 8,079.00

Roadway

All Required		Clearing and Grubbing		$ 977.31
250	cu. yds.	Class "B" Excavation	0.60	150.00
12,000	cu. yds.	Class "C" Excavation	0.34	4,080.00
6,000	yd. mi.	Truck Haul	0.10	600.00
650	cu. yds.	Screened Gravel Surfacing	1.80	1,170.00
70	cu. yds.	Filler	0.30	21.00
70	yd. mi.	Hauling Filler	0.15	10.50
10	M-Gal.	Sprinkling	2.50	25.00
				$ 7,033.81
				$19,112.81
		Sub-total, Roadway		$35,876.50
		10% Engr. & Cont.		3,587.65
		Total....................		$39,464.15

Length of Hinsdale Unit	1403.90 ft.	
" " Koepke Unit	678.33 "	
Total length	2082.23 ft.	0.394 miles

Cost per mile - $ 100,162.81

BRIDGE

Dean Creek Bridge and Earth Approaches

1,800	lin. ft.	Port Orford Cedar Piling	$0.35	$ 630.00
10	M-FBM	Lumber and Timber	57.00	570.00
150	lin. ft.	Trestle Superstructure	18.00	2,700.00
47	lin. ft.	Timber Superstructure on Steel Span	14.25	669.75
36,000	lbs.	Structural Steel	.0425	1,530.00
12	cu. yds.	Mortar Rubble Masonry	8.00	96.00
All Required		Removal of Old Bridge and Maint. Traffic		450.00
500	cu. yds.	Grading Approaches	0.55	275.00
300	yd. mi.	Truck Haul	0.10	30.00
300	cu. yds.	Gravel Topping	2.25	675.00
		Sub-total		$7,625.75
		10% Engr. & Cont.		762.57
		Total.............		$8,388.32

Length of Bridge	191.0 ft.	.036 miles
" " Earth Approaches	629.0 ft	.119 "
Total length	820.0 ft	.155 miles

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Rev. Funds
Roadway	$ 39,464.15	$ 11,839.24	$ 27,624.91
1 Bridge & Earth Apprs.	8,388.32	2,516.49	5,871.83
	$ 47,852.47	$ 14,355.73	$ 33,496.74

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

ER178-a

January 12, 1933

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of the copies of agreement estimate for project No. E-178-A, returned by your office for correction. However, for the reason that bids are to be called on January 25th for the grading of the roadway approaches to the structures at Hinsdale Slough and Koepke Slough, the corrected estimate will not be submitted until after a contract has been awarded, at which time the estimate can be based on contract prices.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dist. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

January 11, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning five copies of project agreement estimate dated December 17, on Oregon Emergency Construction Highway Project E-178-A for correction. We are retaining one copy.

We do not check your figures of $17,242, the Subtotal Roadway figure, or the total figure for the Koepke Slough Unit. We believe the trouble lies in the addition for the figures on this unit. Please correct and return the estimate as promptly as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By J D Elliott
J. D. Elliott
Sr. Highway Engineer

Bids on grading work will be recd. Jan. 25. / JHS

Encl.

December 22, 1932

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Building,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Koepke, Dean and Hinsdale Slough Bridges, Project No. E-178-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/GS
Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-178-A

KOUPKE SLOUGH, DEAN CREEK AND HINSDALE SLOUGH BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement)

Salem, Oregon, December 17, 1932

ROADWAY

Hinsdale Slough Unit (low bid prices)

Culverts (low bid prices)

450	cu. yds.	Excavation	$ 3.00	$ 1,350.00
50	" "	" below plans	1.00	50.00
1,100	lin. ft.	Foundation Piling	.32	352.00
130	cu. yds.	Class "A" Concrete	17.25	2,242.50
12,000	lbs.	Metal Reinforcement	0.047	564.00
2	M-FBM	Lumber & Timber	100.00	200.00
All Required		Removal of Old Bridge		50.00
				$ 4,808.50

Roadways (Estimated prices)

All Required		Clearing & Grubbing		$ 10.00
11,400	Cu. yds.	Common Excavation	$ .30	3,420.00
7,000	cu. yds.	Solid Rock Excavation	.75	5,250.00
34,500	yd. mi.	Truck Haul	.12	4,140.00
70	lin. ft.	18" Corr. Galv. Iron Pipe	2.50	175.00
1,200	cu. yds.	Gravel Surfacing	.80	960.00
				$ 13,955.00
				$ 18,763.50

Koupke Slough Unit:

Culverts (low bid prices)

500	cu. yds.	Excavation	$ 3.00	$ 1,500.00
50	cu. yds.	" below plans	1.00	50.00

1,700	lin. ft.	Foundation Piling	$ 0.32	$ 544.00
200	cu. yds.	Class "A" Concrete	17.25	3,450.00
18,000	lbs.	Metal Reinforcement	.047	846.00
3	M-FBM	Lumber & Timber	100.00	300.00
All Required		Removal of Old Bridge		[illegible]
				$ 6,740.00

Roadway: (Estimated Prices)

All Required		Clearing & Grubbing		$ 10.00
9,200	cu. yds.	Common Excavation	0.30	2,760.00
4,600	yd. mi.	Truck Haul	0.12	552.00
550	cu. yds.	Gravel Surfacing	0.80	440.00
				$ 3,762.00
				$17,242.00

Sub-total, Roadway	$36,005.00
10% Engr. & Cont.	3,600.50
Total......................	$39,605.50

Length of Hinsdale Unit, 1,403.90 ft.
" " Koepke " 678.33 ft.

Total Roadway	2,082.23	0.394 miles
Cost per mile		$100,521.57

BRIDGES

Dean Creek Bridge and Earth Approaches: (low bid prices)

1,800	lin. ft.	Port Orford Cedar Piling	0.35	$ 630.00
10	M-FBM	Lumber & Timber	57.00	570.00
150	lin. ft.	Trestle Superstructure	18.00	2,700.00
47	" "	Timber Superstructure on Steel Span	14.25	669.75
36,000	lbs.	Structural Steel	.0425	1,530.00
12	cu. yds.	Mortar Rubble Masonry	8.00	96.00
All Required		Removal of old bridge and Maint. Traffic		450.00
500	cu. yds.	Grading Approaches	0.55	275.00
300	yd. mi.	Truck Haul	0.10	30.00
300	cu. yds.	Gravel Topping	2.25	675.00

Sub-total	$ 7,625.75
10% Engr. & Cont.	762.57
Total......................	$ 8,388.32

Length of Bridge	191.0 ft.	.036 miles
" " Earth Appro.	629.0 ft.	.119 "
Total length	820.0 ft.	.155 "

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds		Emergency Constr. Highway Funds
Roadway	$ 39,605.50	$ 11,881.65	(30%)	$ 27,723.85
1 Bridge and Earth Approaches	8,388.32	2,516.49	(30%)	5,871.83
	$ 47,993.82	$ 14,398.14		$ 33,595.68

State funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927.

November 1st, 1933.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Koepke Slough-Dean Creek and Hinsdale Creek Bridges, Project No. E-178-A. The plans for these structures and the bid proposals for this work were sent previously by our Bridge Department.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/HR.

Encl.

Oregon State Highway Department.

Emergency Construction
Hwy. Proj. No. E-178 A.

KOEPKE SLOUGH, DEAN CREEK AND HINSDALE SLOUGH BRIDGES ON THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, November 1, 1932.

ROADWAY

Hinsdale Slough Culvert and Earth approaches:

Structure:

450	cu. yds.	Excavation	$ 5.00	$ 2,250.00
50	" "	Excavation below plans	8.00	400.00
1,100	lin. ft.	Foundation Piling	0.40	440.00
130	cu. yds.	Class "A" Concrete	18.00	2,340.00
12,000	lbs.	Metal Reinforcement	0.045	540.00
All Required		Removal of Old Bridge		100.00
				$ 6,070.00

Roadway:

All Required		Clearing and Grubbing		$ 10.00
11,400	cu. yds.	Common Excavation	$ 0.30	3,420.00
7,000	" "	Solid Rock Excavation	0.75	5,250.00
34,500	yd. mi.	Truck Haul	0.12	4,140.00
70	lin. ft.	18" Corr. Galv. Iron Pipe	2.50	175.00
1,200	cu. yds.	Gravel Surfacing	0.80	960.00
				$ 13,955.00
		Sub-total		$ 20,025.00
		10% Engr. & Cont.		2,002.50
		Total...............		$ 22,027.50

Length of Unit	.265 miles
Cost per mile	$ 83,122.64

BRIDGES

Koepke Slough Unit:

Structure:

500	cu. yds.	Excavation	$ 5.00	$ 2,500.00
50	" "	Excavation below plans	8.00	400.00
1,700	lin. ft.	Foundation Piling	0.40	680.00

200	cu. yds.	Class "A" Concrete	$ 18.00	$ 3,600.00
18,000	lbs.	Metal Reinforcement	0.045	810.00
All Required		Removal of Old Bridge		100.00
				$ 8,090.00

Earth Approaches:

All Required		Clearing and Grubbing		$ 10.00
9,200	cu. yds.	Common Excavation	$ 0.30	2,760.00
4,600	yd. mi.	Truck Haul	0.12	552.00
550	cu. yds.	Gravel Surfacing	0.80	440.00
				$ 3,762.00
				$ 11,852.00

Dean Creek Bridge and Earth Approaches:

Structures:

1,800	lin. ft.	Port Orford Cedar Piling	$ 0.50	$ 900.00
10	M-FBM	Lumber and Timber	60.00	600.00
150	lin. ft.	Trestle Superstructure	22.00	3,300.00
47	" "	Timber Superstructure on Steel Spans	16.00	752.00
36,000	lbs.	Structural Steel	0.05	1,800.00
12	cu. yds.	Mortar Rubble Masonry	12.00	144.00
All Required		Removal of Old Bridge and Maintain Traffic		300.00
500	cu. yds.	Grading Approaches	0.50	250.00
300	yd. mi.	Truck Haul	0.20	60.00
300	cu. yds.	Gravel Surfacing	0.80	240.00
				$ 8,346.00

Sub-total, bridges	$ 20,198.00
10% Engr. & Cont.	2,019.80
Total, bridges.........	$ 22,217.80

Keepke Slough Bridge:

Length of Structure	21.67 ft.	.004 miles
" " Earth Apprs.	678.33 "	.128 "
Total	700.00 ft.	.132 miles

Dean Creek Bridge:

Length of Structure	191.0 ft.	.036 miles
" " Earth Apprs.	629.0 "	.119 "
Total	820.0 ft.	.155 "

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway	$ 22,027.50	$ 6,608.25 (30%)	$ 15,419.25
2 Bridges	22,217.80	6,665.34 (30%)	15,552.46
	$ 44,245.30	$ 13,273.59	$ 30,971.71

ER 178-a

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Supplementing the project agreement estimates which have been submitted to your office, we are listing herewith the amounts of federal aid funds and emergency construction highway funds which are to be requested on work under contract, but for which no agreement estimates have been submitted. In connection with these figures the amounts shown for Project E-178-A do not cover the bridges on which bids were rejected, but on Project No. 178-A the estimated cost for the grading of the approaches at Hinsdale Slough and Koepke Slough are included.

Proj. No.	Total	Federal Aid	Emerg. Constr. Hwy. Funds
Projects on which P. A. estimates have not been submitted:			
E 7-A	$ 119,953.61	$ 35,986.07	$ 83,967.54
E 105-B	6,964.02	2,089.20	4,874.81
E 177-A	88,813.25	26,643.97	62,169.28
E 178-A	47,993.82	14,398.14	33,595.68
E 182-A	107,223.60	32,167.08	75,056.52
E 184-A	145,813.80	43,744.14	102,069.66
Totals	$ 370,948.29	$155,028.60	$ 361,733.49
Totals for projects on which P. A. estimates are submitted	1,034,227.03	310,268.06	723,958.97
	~~$1,405,175.32~~ 1, 277, 07066	$ 683,121.08	$ 1,593,949.58

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

178-a

November 12, 1932

Mr. Tom Lillebo
Reedsport
Oregon

Dear Sir:

At the meeting of the State Highway Commission which was held in Portland on Thursday of this week, consideration was given by the Commission to the bids that were received on November 2 for the construction of a bridge with trestle approach and two concrete culverts on the Umpqua Highway east of Reedsport in Douglas County.

The Commission officially awarded this contract to you at your bid price of $19,174.25, submitted on November 2, and I was instructed by the Commission to inform you of this award and further to inform you that it will be satisfactory for you to commence construction operations immediately.

The contract forms covering this project are now being prepared and will be mailed to you within the nextfew days for execution.

Very truly yours,

Secretary

HBG:AJ

OR178a

November 17, 1932

Mr. Tom Lillebo,
Reedsport,
Oregon.

Dear Sir:

We are sending you today by express four copies of contract No. 1440 which was awarded to you by the State Highway Commission for the construction of one steel bridge and two concrete culverts over Dean Creek, Koepke and Hinsdale Sloughs on Umpqua Highway in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph of "miscellaneous provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 7, 1932

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon E-178-A, Dean Creek Bridge, and Koepke and Hinsdale Slough Culverts, on the Umpqua Highway, to Tom Lillebo, Reedsport, Oregon, who was low bidder.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

178-a

October 24, 1932.

Mr. R. H. Baldock:

With reference to the Reedsport bridges, Mr. Probert telephoned to Mr. Davis and Davis stated that the project would be approved, but that they should have the approach fills submitted as well as the bridges. Davis stated that it was not necessary to let the approach fills at this time but that the fill project should be submitted before award was made on the bridges.

Mr. Probert said that he thought he could get this under the wire so we are going ahead with our bridge letting. We can hold the final award for a few days until the information for the approach fills is received by the Bureau, if necessary.

C. B. McCullough
Bridge Engineer

CBM:AP

NOTED
State Highway Engineer

ROY AGEE, COUNTY CLERK
V. T. JACKSON, SHERIFF
J. E. SAWYERS, TREASURER
FRANK L. CALKINS, ASSESSOR
EDITH S. ACKERT, SCHOOL SUPT.
H. C. STEARNS, CORONER
F. C. FREAR, ROAD MASTER
H. L. EPPSTEIN, SURVEYOR
AGNES M. PITCHFORD, JUV. OFFICER

DOUGLAS COUNTY

W. S. HAMILTON, COUNTY JUDGE
C. E. LOGSDON } COMMISSIONERS
R. A. BUSENBARK } COMMISSIONERS
GUY CORDON, DISTRICT ATTORNEY

COUNTY COURT
FIRST WEDNESDAY OF EACH MONTH

ROSEBURG, OREGON

178-a

Sept. 26,1932

[illegible]ED
1932
[illegible]ION

Oregon State Highway Commission
Salem, Oregon

Gentlemen-

In the special provisions accompaning the bid for the construction of bridges on the Umpqua Highway in Douglas County over Deans Creek and Koepke Slough the following statement is made on page 4 - "All labor employed on this job shall be obtained from the County Employment Committee of Multnomah County."

Inasmuch as this work is being done in Douglas County at a distance of at least 200 miles from Multnomah County, it would seem that such labor should be selected by the County Unemployment Committee of this county.

Sincerely yours,

Douglas County Court,

W. S. Hamilton

W. S. Hamilton, Judge

September 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate to accompany the plans for the Koepke Creek Bridge, Emergency Construction Project E-178-~~B~~A. The plans and bid proposals covering this work have been sent to you previously by our Bridge Department.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department Emerg. Constr. Proj. No. E-178-B

[illegible] CREEK BRIDGE ON

THE UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, September 22, 1932.

1,800	lin. ft.	Port Orford Cedar Piling	$ 0.60	$ 1,080.00
10	M-FBM	Lumber & Timber	55.00	550.00
161	lin. ft.	Trestle Superstructure	10.00	1,610.00
465	lin. ft.	Timber Superstructure on Steel Spans	10.00	465.00
36,000	lbs.	Structural Steel	0.05	1,800.00
12	cu. yds.	Mortar Rubble Masonry	10.00	120.00
All Required		Removal of Old Bridge		100.00
		Sub-total		$ 5,725.00
		10% Engr. & Cont.		572.50
		Total..................		$ 6,297.50

Length 210 ft. .039 miles

Federal Aid Requested	$ 1,889.25
Emergency Constr. Hwy. Funds Requested	$ 4,408.25
	$ 6,297.50

September 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith areenclosed six copies of estimate to accompany the plans for the Dean Creek Bridge, Emergency Construction Project E-178-A. The plans and bid proposals covering this work have been sent to you previously by our Bridge Department.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department Emerg. Project No. E-178 A

DEAN CREEK BRIDGE ON THE
UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, September 22, 1932.

1,800	lin. ft.	Port Orford Cedar Piling	$ 0.60	$ 1,080.00
10	M-FBM	Lumber & Timber	55.00	550.00
149	lin. ft.	Trestle Superstructure	10.00	1,490.00
46.5	lin. ft.	Timber Superstructure on Steel Spans	10.00	465.00
36,000	lbs.	Structural Steel	0.05	1,800.00
12	cu. yds.	Mortar Rubble Masonry	10.00	120.00
All Required		Removal of Old Bridge and Maint. Traffic		200.00
			Sub-total	$ 5,705.00
			10% Engr. & Cont.	570.50
			Total.................	$ 6,275.50

Length 191.0 ft. .036 miles

Federal Aid Funds Requested	$ 1,882.65
Emergency Constr. Hwy. Funds Requested	$ 4,392.85
	$ 6,275.50

September 21, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Millers Slough Bridge, Project No. E-176~~-A~~. The plans for this structure and the bid proposals have been sent to you by our Bridge Department.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

E 177-A

Oregon State Highway Department

Emergency Constr. Highway
Project No. E-178-A

MILLERS SLOUGH BRIDGE ON THE
WEST SIDE PACIFIC HIGHWAY IN BENTON COUNTY

1,000	lin. ft.	Creosoted Trestle Piling	$ .55	$ 550.00
20	M-FBM	Creosoted Lumber and Timber	55.00	1,100.00
76	cu. yds.	Class "D" Concrete	16.00	1,216.00
16,500	lbs.	Metal Reinforcement	.05	825.00
218	lin. ft.	Composite Handrail	3.00	654.00
All Required		Removal of Old Bridge		300.00
				$4,645.00
		10% Engr. & Cont.		464.50
		Total		$5,109.50

Length of Bridge, 105 ft. .019 miles.

Regular Federal Aid Funds Requested	$1,532.85 (30%)
Emergency Constr. Highway Funds	3,576.65
	$5,109.50

CONTRACT #1441,
1472, 1498,

PR 185-A Fort Klamath-Crooked Cr. 1932
Sec.
1441-1472-1498

#1441

November 1, 1934

185-A

Mr. E. F. King, Manager,
E. I. Du Pont De Nemours & Co.,
1110 Hoge Building,
Seattle, Washington.

Dear Sir:

Receipt is acknowledged of your letter of October 24th concerning the G. T. Malcom and S. H. Newell & Company contract No. 1441 - Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highway in Klamath County, 5.55 miles of regrading and resurfacing.

Please be advised that the above contract was completed on August 24, 1933 and was accepted by the Highway Commission on October 25th, 1933. The date for filing claims is within six months after acceptance of the contract.

The bond furnished in connection with the above contract was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles, who has offices in the Porter Building, Portland, Oregon, is resident agent. The amount of the bond was $88,725.70.

Very truly yours,

Secretary.

Dict. J. McFarland.

DU PONT

E. I. DU PONT DE NEMOURS & COMPANY
INCORPORATED
1110 HOGE BUILDING
SEATTLE, WASHINGTON

EXPLOSIVES DEPARTMENT

1441

Oct.24,1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

S.H. Newell & Company
Contract - Regrading and Surfacing
5.53 miles Fort Klamath, Crooked Creek
Section of the Crater Lake and The Dalles,
California Highway

Will you please give us the following information in connection with the above contract.

1. Date of Completion and Accepted by the Oregon State Highway Department -

2. Last date for filing material claims -

3. Name of Surety Company -

4. Agent of Surety Company -

5. Amount of Contract & Bond -

Thanking you for the above information as promptly as possible, beg to remain

Yoursvery truly,

E.F.KING, MANAGER

By F.A.Flagler

faf/d

#2441

[illegible]

September 24, 1934

Dey, Hampson & Nelson
Attorneys at Law
Pacific Building
Portland, Oregon

Gentlemen:

There has been referred to this office by Honorable P. J. Stadelman, Secretary of State, copy of your letter dated September 19, directed to him, in which you advise that the claim of the Standard Oil Company against the bond taken from S. H. Bowell & Co. and the United States Fidelity & Guaranty Company in connection with the contract for the construction of the Fort Klamath Crooked Section of the Crater Lake and The Dalles-California Highways in Klamath County, Oregon, has been satisfied.

We are correcting our records in conformance with this letter.

Very truly yours,

Secretary

HBG:AJ

cc Hon. P. J. Stadelman

DEY, HAMPSON & NELSON
ATTORNEYS AT LAW
800 PACIFIC BUILDING
PORTLAND, OREGON

ALFRED A. HAMPSON
ROSCOE C. NELSON
PAUL P. FARRENS
CLARENCE J. YOUNG
ANDREW KOERNER
HERBERT L. SWETT
W. H. MAGUIRE
RICHARD R. MORRIS
J. C. DEZENDORF
DONALD K. MOE

September 19, 1934.

Mr. P. J. Stadelman,
Secretary of State,
Salem, Oregon.

Dear Sir:

On April 25th we filed with you on behalf of the Standard Oil Company of California its formal notice of claim against the bond taken from S. H. Newell & Co., principal, and the United States Fidelity and Guaranty Company, surety, in connection with regrading and resurfacing 5.55 miles of the Fort Klamath Crooked section of the Crater Lake and The Dalles-California Highways in Klamath County, oregon, Oregon State Highway contract No. 1441.

Please be advised that the Standard Oil Company has received payment in full of this claim, and we request that you make a proper notation in your files to that effect.

Will you also please advise the State Highway Commission to that effect and let us know when that has been done.

Very truly yours,

Dey, Hampson Nelson

17-14

September 21, 1934
Respectfully referred to the State Highway Commission.
P. J. STADELMAN, Secretary of State

#1441

PR 115 a

July 18, 1934

Mr. C. T. Malcom
447 Sherlock Bldg.
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 16 requesting that warrant for final payment on Contract No. 1441, regrading and resurfacing of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, be mailed to Lumbermens National Bank of Bend for deposit to the account of S. E. Newell & Co. and C. T. Malcom.

We shall be pleased to comply with your request.

Very truly yours,

Secretary

HBG:AJ

cc Mr. Carl Smith

BEND, OREGON. ____________ 193__ No. ____________

THE LUMBERMENS NATIONAL BANK 96-322/12
OF BEND

PAY TO THE ORDER OF ______________________ $ __________

Void.

______________________________________ DOLLARS

S. H. NEWELL & CO. AND C. T. MALCOM

BY ______________________

Insured against fraudulent alteration

Dear Sir;

Will you please send State warrant # R74746 for $2925.84 the final payment on contract 1441 to the Lumbermens National Bank of Bend and deposite it to the account of S. H. Newell & Co. and C. T. Malcom.

Very truly Yours.
C. T. Malcom.

Warr. [illegible] dated July 17th 1938
as per phone communication.
mailed 7/18/38 [illegible]

C. T. MALCOM
GRADING CONTRACTOR

STEAM SHOVEL WORK
TEAM WORK
AND GENERAL GRADING

447 Sherlock Bld.
Portland Oregon.

Mr. H. B. Glaisin.
Sec. Highway Commission

Dear Sir;

Will you please send State warrant # R74746 for $2925.84 the final payment on contract 1441 to the Lumbermens National Bank of Bend and deposite it to the account of S. H. Newell & Co. and C. T. Malcom.

Very truly yours.
C. T. Malcom.

Ltr supposed to be written July 17th 1924
as per phone conversation.
[illegible] 7/18/24 H.B.

#1441

185-a

June 28, 1934

C. T. Malcom & S. H. Newell Co.
Portland, Oregon

Attention: Mr. C. T. Malcom

Gentlemen:

This will acknowledge receipt of your letter of even date requesting that the check for the final estimate due your company, in connection with state highway contract No. 1441 for regrading and resurfacing the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highway in Klamath County, be deposited to your account in the First National Bank of Bend, Bend, Oregon. We shall be pleased to comply with such request.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

[illegible]
jn

c.c. Mr. Carl F. Smith

C. T. MALCOM
GRADING CONTRACTOR

STEAM SHOVEL WORK
TEAM WORK
AND GENERAL GRADING

Portland Oregon
June 28th 1934.

Mr. H. B. Glaisyer,
Secty. Oregon State Highway Commission
Salem, Oregon:

Dear Sir;

Please deposit the check for the final estimate of the Fort Klamath Crooked Creek job due C. T. Malcom and S. H. Newell Co. to our account in the First National Bank of Bend, Ore. and oblige

Yours truly

C. T. Malcom, & S. H. Newell Co.

by C. T. Malcom

#1441

OR 82

April 26, 1934

P. J. Stadelman
Secretary of State
Capitol Building

Dear Sir:

This acknowledges receipt of your letter of April 25 inclosing copies of a notice of claim filed by the Standard Oil Company of California for $2,260.37 against S. H. Newell & Company for work on the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County.

As is our usual practice, we are today forwarding copies to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

April 26, 1934

U. S. Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Standard Oil Company of California in the amount of $2260.37 against C. T. Malcom & S. H. Newell & Company in connection with the regrading and resurfacing of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County.

As you are shown as surety on the bond furnished by the contractor, we are forwarding copy of such notice to you.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. C. T. Malcom & S.H.Newell & Co.
1022 Board of Trade Building
Portland, Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

April 25, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Standard Oil Company of California for $2260.37 against the bond taken from S. H. Newell & Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Fort Klamath Crooked Section of the Crater Lake and The Dalles-California Highway, contract No. 1441, which was forwarded to this office by Dey, Hampson & Nelson, Attorneys, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P J Stadelman
Secretary of State

HM
encs. 3

TO HONORABLE P. J. STADELMAN, Secretary of State
of the State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, the Standard OilCompany of California, has a claim for goods, wares and merchandise, consisting of petroleum products in the sum of Two Thousand Two Hundred Sixty and 37/100 Dollars ($2,260.37) against the bond taken from S. H. Newell & Co., principal, and The United States Fidelity & Guaranty Company, surety, in connection with regrading and resurfacing 5.55 miles of the Fort Klamath Crooked Section of the Crater Lake and The Dalles-California Highways in Klamath County, Oregon, being Oregon State Highway Contract No. 1441.

Dated at Portland, Oregon, April 25, 1934.

STANDARD OIL COMPANY OF CALIFORNIA

By N. L. MUNCY

District Sales Manager

Endorsed: File No. 2455
Filed April 25, 1934
P. J. STADELMAN
Secretary of State

FORM 5-A-1 19742 10M 3-24

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

OR 1[illegible] a

April 12, 1924.

S. H. Newell & C. T. Malcolm,
Board of Trade Bldg., 656 N. Russell
Portland, Ore.

IN REPLY PLEASE REFER TO FILE No.

Attention - Sidney H. Newell.

Dear Sirs:

Mr. Baldock was called to Eastern Oregon and requested me to answer your letter of April 9th, concerning the Ft. Klamath job, in which you are asking a reasonable compensation to off set that portion of your losses which resulted in change of specifications or plans.

We do not recognise that there was any change in the modified specifications for the Ft. Klamath job. We recognize that there was a change in the method of procedure in crushing the rock, and reiterate that this change in procedure was entirely a function of your organization. As long as the material passed the modified specifications with respect to road rock and the original specifications with respect to oiling rock, the method of procedure in crushing this material was of little concern to us.

The job was started and operated for several days according to your instructions. You were then advised that the maintenance material did not conform to specifications, as it contained an excessive amount of dirt. Your superintendent then, in order to produce clean maintenance material, made certain changes in the plant, and returned the over size rock to the recrusher. This method of manufacture continued throughout the remainder of the job with the full knowledge of Mr. Malcolm. This change in the method of crushing is not a change in the plans or specifications and is merely a portion of the contractor's procedure, therefore you are solely concerned with the question of whether the change was for the efficiency of the job. If you did not believe it to be an efficient method of producing clean oil rock simultaneously with the road rock, you were at liberty to adopt other methods which would have corrected the difficulty.

With respect to the grading quantities the department can make no guarantee as to the shrinkage to be obtained from certain kinds of material as that is entirely a function of the contractor's operations, and is influenced by the equipment used. You elected to use a drag line on this job, throw up windrows of material which contained snow and ice and which could not be leveled down until the following Spring. There was no finishing work done immediately behind the drag line to form any idea as to the amount of material necessary to rebuild the roadbed section. Therefore it is not to be wondered that when you succeeded in leveling down these piles the next Spring the amount of material was not exactly anticipated and that some more material was required on certain sections. On every grading job the profile is prepared showing the cuts and fills with our estimates of the haul and the required amount of material from each cut or borrow required to make the fill. This is merely an estimation and the contractor is required to dispose of the material to the best advantage after opening the cuts.

In answer to your letter therefore I am advising that the Highway Department is not conversant with any changes of the specifications on the Ft. Klamath job and feels that you have received a final estimate in full in conformity with the contract.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

FORM 2-C-1 5206 5M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
~~CARL G.~~ WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

March 26, 1934

185A

RECEIVED
MAR 27 1934
COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

I overlooked your letter of February 9 relative to the overrun on contract No. 1498, the Fort Klamath-Crooked Creek Section. The reasons for the variations between the items in the contract and those shown on the final estimate are as follows:

Preparation of Base:

Contract	5.5	Miles
Estimate	5.6352	"

This difference is caused by having to run out the ends of the job further than contemplated in order to make an easy approach.

Plain Mineral Aggregate:

Contract	5000	cubic yards
Estimate	4106.5	" "

This difference was due to two factors. In figuring the net quantities needed, an allowance of 10% was added, which was not all used. Another reason was that the 1/2" - 1/4" materials specified to be spread during the preparation of the base was too much. If total specified had been used, a dry mat would have been formed which would have been injurious to the job.

Hauling Mineral Aggregates:

Contract	9000	yd. miles
Estimate	6824.25	" "

This difference was caused by the decrease in mineral aggregate used on the job.

Cutback Asphalt in Place:

Asphalt 70 Tons
Estimate 73.728 Tons

This increase was due to having to increase the amount of oil spread in order to secure a proper cover. Temperature was cold and specified spread did not prove satisfactory.

No. 3 Oil in Place:

Contract 400 Tons
Estimate 395.995 Tons.

This decrease was due to natural variation in spreading oil. Couldn't hit spreads much closer than shown.

Yours very truly
K. D. Lytle
K. D. Lytle
Division Engineer

kdl/c

#1498

185-a

March 8, 1934

Dunn & Baker
Klamath Falls
Oregon

Gentlemen:

Reference is made to your letter of March 6 requesting the name of the surety on the bond furnished by A. Wilms in connection with his Fort Klamath-Crooked Creek contract.

This bond was written by Globe Indemnity Company for which Geo. S. Kerr Company is the agent with offices in the Title and Trust Building, Portland.

The description of the contract is: State Highway Contract No. 1498. Construction of oil mat surface treatment on the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County. Amount of bond, $20,265.00.

The project was completed October 12, 1933, and was accepted by formal action of the State Highway Commission on December 6, 1933. Final payment has been made to the contractor.

Very truly yours,

Secretary

HBG:AJ

DUNN, PRESIDENT J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

March 6, 1934.

RECEIVED
MAR 9 - 1934
OREGON
STATE HIGHWAY COMMISSION

Secretary of State,
Salem, Oregon

Dear Sir:

We find we are compelled to file a claim against the bond of the Milne Construction Co., on the job they did last fall near Fort Klamath, Oregon.

We ask that you advise us the name of their bonding company and advise as to the proper way to fill out our claim.

Respectfully yours,

DUNN & BAKER,

By D.W.Bayless

DWB:KH

#1498

Respectfully referred to State "ighway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
MAR 7 - 1934
P. J. STADELMAN

Globe Ind Co
Geo S Kerr Co
Title & Trust Bldg

R185-a

March 3, 1934

Mr. Sidney H. Newell
Board of Trade Building
Portland, Oregon

Dear Sir:

In response to your communication of February 20 with relation to the final settlement on the Fort Klamath job, we have had several conferences with reference to the matter in which you have made oral presentations. Each time it was necessary for me to make investigations and check certain records to determine and pass upon the merits of your claims.

Your main claim, covering an alleged change in specifications, was orally submitted at one time and then, following our general conference and consultation with Mr. Conley, was withdrawn by you verbally in the presence of Mr. Lytle and Mr. Gould. Since that time you have again orally presented a request for consideration of this claim.

On your last visit I advised you to make your claim in writing, covering each point thoroughly, and I would have an investigation made and pass upon your respective claims in their order and advise you of my findings in writing. This seems to be the only way that we can place the matter on a definite footing and come to some specific conclusion. The contract provides for the review of claims by the engineer in this manner, and I am willing to give such of my time as is necessary to thoroughly go into the matter any time you present your written data.

In case you are not satisfied with my written decision on your claims, will be glad to have you appear before the Highway Commission and arrange for a hearing so that you may present your claim to these gentlemen.

Very respectfully

State Highway Engineer

RHB:HI

H. NEWELL
THOS. J. WILLIAMS

S. H. NEWELL & COMPANY
GENERAL CONTRACTORS

BOARD OF TRADE BUILDING
PORTLAND, OREGON

February 20, 1934.

RECEIVED
MAR 1 - 1934
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

I have been laid up since our last conference on the final settlement of the Ft. Klamath job, but upon going over the matter again I do not see where anything is to be gained by further rehashing and conferences. There is, I believe, an honest difference of opinion as to the merits of this case, but I believe that both you and I are so firm in our convictions that it is too much to hope for a change of opinion at this late date.

I also believe that the other interested parties in the controversy have been involved to the extent that they can hardly express an unbiased opinion. It appears to me that the decision of some disinterested outside party might be the simplest way out, and I would be agreeable to leave this to the decision of one, or an arbitration board of three members, whichever you would think most advisable.

If this meets with your approval I will be glad to come to Salem at any designated time and arrange with you for the selection of a referee or board of arbitration as you might see fit.

Awaiting your commands, I am

Very truly yours,

Sidney H. Newell.

185-a

February 24, 1934

Hanson & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention of Mr. T. Tunnard

Gentlemen:

Replying to your inquiry of February 23 regarding status of payment to C. T. Malcolm and S. H. Newell in connection with their contract for the construction of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, Contract No. 1441:

Our records indicate that final payment in connection with this project will amount to $2,925.84; a voucher in that amount was sent to the contractors for acceptance on November 21, 1933, but has not as yet been returned and, of course, final payment cannot be made until the voucher is returned, properly executed.

Very truly yours

Secretary

HBG:AJ

1441

math Co

Feb , 26, 1934

H. B. G.

C. T. Malcom & S. H. Newell & Co., Contmact No. 1441 - Klamath Co..

Voucher covering Final Est. #8 - $2,925.84 was mailed to the above firm for signature on Nov, 21, 1933. Has not been returned.

Semi-final payment covering Est. #7 - amt. $13,265.28 was made on Oct, 30, 1933.

Oregon State Highway Commission,
Salem, Oregon.

RE: C. T. MALCOLM - FINANCIAL STATEMENT.

Gentlemen:

We have a statement from Mr. C. T. Malcolm, of Portland, Oregon, for surety bond credit, in which he states that as of December 31, 1933, he had a final payment due from the State of Oregon in the amount of $1799.77, on the Port Klamath, Oregon, job, which was contracted by C. T. Malcolm and S. H. Newell. We would appreciate your advising us if this figure is correct.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

CASUALTY INSURANCE AND SURETY BONDS

#1441
Klamath

RECEIVED
FEB 26 1934
OREGON
HIGHWAY COMMISSION

INCORPORATED 1898
MARYLAND CASUALTY COMPANY
F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington,
Fdbruary 23, 1934.

Oregon State Highway Commission,
Salem, Oregon.

RE: C. T. MALCOLM - FINANCIAL STATEMENT.

Gentlemen:

We have a statement from Mr. C. T. Malcolm, of Portland, Oregon, for surety bond credit, in which he states that as of December 31, 1933, he had a final payment due from the State of Oregon in the amount of $1799.77, on the Port Klamath, Oregon, job, which was contracted by C. T. Malcolm and S. H. Newell. We would appreciate your advising us if this figure is correct.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
By F. Tunnard
Surety Bond Department.

FT

115-a

February 9, 1934

Mr. K. D. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

The oiling work performed under Contract No. 1488 on the Fort Klamath-Crooked Creek Section shows considerable variation for several of the items when the final estimate quantities are compared with the contract quantities.

This work is under Federal Aid Projects No. NRM 88 and NRM 188-A and as it is necessary for this office to submit to the Bureau of Public Roads an explanation of the overruns and underruns which have occurred. We will appreciate a statement from you covering the items.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

185a

OREGON STATE HIGHWAY COMMISSION

February 1, 1934

Mr. K. B. Lytle
Division Engineer
Bend, Oregon

Dear Sir:

In reply to your letter of January 29th, we wish to advise that the bill which you have, in the amount of $1,336.62, covering royalty on rock from the Indian Quarry and used on the Fort Klamath-Crooked Creek Section will be a charge against Job Prefix 18 FR.

The project authorization for the job will have to be increased to cover the royalty item. A summary of the total cost of the job, as shown by the cost books as of December 31, is attached herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/MB

, EUGENE
ICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 29, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

I have here the bill covering the royalty on rock taken from the Indian Quarry and used on the Fort Klamath-Crooked Creek Section of The Dalles-California Highway, job prefix 18 PR, which amounts to $1336.62.

Will you please advise me as to whether this amount will be a charge against this job prefix or will it be a right of way charge, also as to whether or not we will have to have an increase in the amount authorized for this project.

Yours very truly
K D Lytle
K. D. Lytle
Division Engineer

kdl/c

CC to
H. G. Smith

FORM 9-C-1 12922 1500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

PR185a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

January 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Mr. Gould has finally found the water tank used by Newell and Malcom on the job at Fort Klamath and re-measured it. Two copies of his letter to me are attached, one for your information and one for Mr. Newell, in case you wish to send it to him.

It would seem from the figures contained in this letter that the amounts allowed by Mr. Gould were most generous and that the contractor was not entitled to any additional compensation for the water item.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
CC to
R. B. Gould

NOTED

FORM 5-C-1 12083 1500 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

185-a

January 27, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

In regard to your letter of January 26 regarding the Price Agreement submitted by me which covered the extra cost of trenching subgrade under contract # 1441, Job 18 PR.

I note that there was an error in typing the unit price and the correct one should be $0.458 instead of $0.58 as shown on the agreement. The difference, then, between the price already paid and the amount claimed by the contractor, will be $0.258 per cubic yard.

The agreement is being returned herewith.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

FORM S-C-1 11540 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

JR 83

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr~~. H. G. Smith

Dear Sir:

There is attached hereto Price Agreement No. 4, Contract No. 1441, which you instructed me to draw up covering the cost of trenching the subgrade preparatory to the placing of talus on the Fort Klamath-Crooked Creek Section.

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

kdl/c
encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 10, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. Finkbiner and Mr. Nash

Dear Sir:

Reference is made to the final voucher submitted for Oregon E-83-A.

It appears that we have not received copies of the test reports for creosote and treated lumber and piling used on this project. Will you please give us the name of the plant which treated the timber and piling? The final voucher is being held pending the receipt of this data.

The explanation of overruns and overruns is based on the overruns and underruns of contract No. 141 (E.83 and E-185-A.) The explanation should cover each project in the contract and each portion of a project shown in the estimate separately. In this case there is a rather large underrun in Excavation on one portion of the contract which is balanced by overruns on the other two portions. We will appreciate it if you will cover such cases when explaining overruns and underruns in the future.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. ANDREWS
Senior Highway Engieer

Copy sent to Finkbiner

#1441

PR 83

January 8, 1934

Standard Oil Company of California,
Pacific Bldg.,
Portland, Oregon.

Gentlemen:

In response to your inquiry of recent date we wish to advise that the S. H. Newell & Company and C. T. Malcom contract No. 1441 - Fort Klamath-Crooked Creek Section in Klamath County was completed on August 24, 1933. This contract was accepted by the Highway Commission on October 25, 1933. Final payment has not been made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
K. W. KENDRICK
DISTRICT SALES MANAGER
A. J. HAUK
ASSISTANT DISTRICT SALES MANAGER

OFFICE
2ND FLOOR LIBERTY BLDG.
MAIN AND GRAPE STS
P. O. BOX A

MEDFORD, ORE.

Portland, Ore.
December 28, 1933

Oregon State Highway Commission
Salem, Oregon

S. H. Newell & Company
Oregon State Highway Contract 1441

RECEIVED
DEC 30 1933
OREGON
STATE HIGHWAY COMMISSION

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Will you please inform us the acceptance date of the above contract, and whether or not the contractors have received their final estimate.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
K. W. Kendrick, District Sales Manager
By H J McMahon
District Credit Man

DTW:LP

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

POST OFFICE BUILDING
PORTLAND, OREG.

FILE No. Ore. NRH 83

Jan. 6, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Agr- 14272

Form P. R. 2

State Oregon

Project No. NRH 63.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 13th day of November, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 25th day of July, 1922, a project statement, which was approved by the Secretary on the 10th day of October, 1922, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section xxxxxxxxxxxxxxxxxx of~~ said project which were recommended for approval by the United States District Engineer on the 12th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventeen thousand, four hundred forty-four and 35/100 dollars ($17,444.35) as the share of the United States payable under said act on account of ~~Section xxxxxxxxxxxxxxx of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "National Recovery Highway Funds" appropriated by Act (Include amount, date, and citation of approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1713+50 in the N. E. 1/4 of Sec. 12, T. 34 S., R. 7½ E., and survey station 1942+00 in the N. W. 1/4 of Sec. 23, T. 33 S., R. 7½ E., (excepting the bridges between survey stations 1720+83 and 1721+29; and 1881+40 and 1881+97).

, length 4.304 miles, in Klamath County, being ~~Section~~ ~~of~~ Oregon National Recovery Highway project No. NRH 83, consisting of 4.304 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Fort Klamath-Crooked Creek Section of The Dalles-California Highway, between official control points Fort Klamath and Klamath Falls.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of seventeen thousand, four hundred forty-four and 35/100 dollars ($17,444.35), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, nine hundred fifty-four and 35/100 dollars ($21,954.35), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 15 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By P. St. J. Wilson

Acting **Chief, Bureau of Public Roads.**

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project N[illegible] **83.**, State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **21,954.35** as the total estimated cost of said project, and the sum of $ **17,444.35** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 15 day of December one thousand nine hundred and thirty three

CWS

Secretary of Agriculture
[illegible]
By [illegible] Wilson
Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1933 8—4829

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. NRH 185-A

Dec. 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered ~~Federal Aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer.

Encl.

Agr- 14274

Form P. R. 2

State Oregon

Project No. [illegible] 185, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 3

PROJECT AGREEMENT

Memorandum of Agreement made this 13th day of November, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 7th day of October, 1932, a project statement, which was approved by the Secretary on the 9th day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 12th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, eight hundred forty-seven and 15/100 dollars ($4,847.15) as the share of the United States payable under said act on account of Section A of said project, which does not [illegible] the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premi[illegible]e several promises to be faithfully performed by each, as hereinafter set forth, the Highway [illegible] and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "National Recovery Highway Funds" appropriated by Act approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chapter 175, Laws of 1917, and Chapter 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 476+00 at the intersection of 4th St., and Klamath St., in Ft. Klamath, and survey station 540+10.6 in the S. W. 1/4 of Sec. 23, T. 33 S., R. 7½ E., W.M., (excepting the bridge between survey stations 485+76.3 and 486+43.4).

, length 1.201 miles, in Klamath County, being Section A of Oregon National Recovery Highway project No. NRH 185, consisting of 1.201 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~xxxxxxxxxxxxx~~ locally as the Fort Klamath Section of Crater Lake Highway, between official control points South Boundary Crater Lake National Park and Fort Klamath.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of four thousand, eight hundred forty-seven and 15/100 dollars ($4,847.15), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six thousand, one hundred seventeen and 65/100 dollars ($6,117.65), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payment per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of four thousand, eight hundred forty-seven and 15/100 dollars ($4,847.15), certified to the Secretary of the Treasury as above mentioned, which does

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12 day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

Secretary of Agriculture
By
Acting Chief, Bureau of Public Roads.

U S GOVERNMENT PRINTING OFFICE 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 185-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $6,117.65 as the total estimated cost of said project, and the sum of $4,847.15 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12 day of December one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture~~
By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

185-a

December 13, 1933

Lipscomb & Co.,
530 Lumbermens Building
Portland, Oregon

Attention: B. O. Lipscomb

Gentlemen:

Reply is made to your letter of December 8th regarding the contract between A. Milne and the State Highway Commission for the construction of an oil mat surface treatment on the Fort Klamath-Crooked Creek Section of the Crater Lake & The Dalles-California Highways in Klamath County.

Our records show that this project is completed and we have made final settlement with Mr. Milne for this work, the total amount paid to him being $18,821.42 which includes the final warrant amounting to $564.64 which was mailed to him on December 6, 1933. Mr. Milne has no more money due him from the State Highway Commission.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

#1498

Dec, 11, 1[illegible]3

H. B. C.

Final Est. #2 in amount $564.64 is for work performed to October 12th.

The total amount paid the contractor was $18,821.42 -

J. McF,

Has this been paid?

Yes Paid on Dec. 6, 1933
Mailed to Portland

any

Oregon.

Gentlemen:

RE. A. MILNE

We have a financial statement from this contractor showin earned estimate under a contract designated as Ft. Klamath Oiling, State of Oregon, in the amount of $18,821.42. The estimate which we have was dated November 1st, 1933 and we will appreciate your verification of this earned estimate.

Yours very truly,

LIPSCOMB & CO.

B.O. Lipscomb

BOL:F

#1498

The Homestead Fire Insurance Company
of Baltimore

NEW YORK OFFICE, 59 MAIDEN LANE

LIPSCOMB & CO., Agents
530 Lumbermens Building
Portland, Oregon

December 8, 1933.

State Highway Department
Salem
Oregon.

Gentlemen:

RE. A. MILNE

We have a financial statement from this contractor showin earned estimate under a contract designated as Ft. Klamath Oiling, State of Oregon, in the amount of $18,821.42. The estimate which we have was dated November 1st, 1933 and we will appreciate your verification of this earned estimate.

Yours very truly,

LIPSCOMB & CO.

B. O. Lipscomb

BOL:F

FORM 5-C-1 11548 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

185-a

NOTED
State Highway Engineer

December 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

Relative to the over run and under run of quantities as set forth in the final estimate on the Fort Klamath-Crooked Creek Section, under contract No. 1441, the following reasons are given for the variations:

Less Overhaul was required because of adjustments in the back line of side ditches made after construction started, shortening the lighter hauls on the work.

More Truck Haul was involved because the truck haul was not completely estimated in the preliminary computations, the job being worked up hurriedly to get same under contract before winter set in.

Talus Topping: The contractor elected to crush this material rather than put it on pit run as specified in the contract and as the crushed material was superior to the pit run material the quantity was reduced.

Shooting Talus: As part payment for the superior quality of surfacing produced by crushing, the contractor was allowed this item on all crushed materials, which increased the item.

Less Crushed Rock Surfacing was used because: (1) Approximately 7% was withheld for spotting and was found to be not required after surfacing was spread, and (2) the condition of the roadbed topping was considered to be better than expected and the additional surfacing material was not considered nessesary.

Talus Shoulder Material & Hauling Shoulder Material: None of this material was used or hauled as it was found, on opening the pit, that such a large percentage of the material was oversize that it was impractical to use same. Shoulders were, therefore, constructed of small sized crusher-run roadbed topping at approximately the same cost.

Filler & Hauling Filler: These items over ran heavily as it was found that the roadbed topping required filler, which had not been anticipated. This was particularly required because the road was under traffic at all times (resort not having been made to the long detour which was proposed). Further it was necessary to keep traffic up for about 3 months longer than was contemplated because of contractor's inability to continue work through the winter months and consequent extension of time for completion of job.

Sprinkling: A heavy over run was made necessary in the amount of water used. This was caused by the same conditions which held in the case of filler, that is, necessity of maintaining traffic over the roadbed topping and extension of the time of completion through three additional months in summer weather.

Salvaging Surfacing Materials, Stock-piling and Reloading Salvaged Materials and Hauling Salvaged Materials: These items were entirely eliminated as investigation showed that the oil surface available was an average of about 1.5 inches thick inly and contained a considerable amount of dirt which had worked up into it from the grade.

Salvaging Culvert Pipe: During construction considerable additional culvert pipe was found, requiring salvaging, which had been concealed by weeds and covered with dirt since the original construction. These items were not discovered at the time of making up the original plans at time of location.

12" Concrete Pipe: None of this item was used as it was found that all required was in farm crossings, for which 12" corrugated iron pipe was considered more satisfactory and only 67% of the cost.

18" Concrete Pipe: More of this item was used due to additional irrigation ditches required by ranchers and additional drainage crossings under approaches to ranches being called for with the increase in number of farm approaches required.

36" Concrete Pipe: All of the increase in this item was cuased by demand of the Indian Irrigation Service for duplication of the original single 36" line of pipe in the Fort Creek Canal. Two limes were constructed of 36" pipe.

12" Corrugated Iron Pipe: Additional pipe was required because of elimination of more expensive 12" concrete pipe under farm approaches and because of additional approaches required by adjacent property.

18" Corrugated Iron Pipe: Additional pipe was required because of increase in the number of irrigation ditch crossings and drains under farm approaches.

Yours very truly

kdl/c

K. D. Lytle

FORM 3-C-1 6406 3M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

OR185-a

December 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. S. H. Probert

Dear Sir:

Relative to the over run and under run of quantities as set forth in the final estimate on the Fort Klamath-Crooked Creek Section, under contract No. 1441, the following reasons are given for the variations:

Less Overhaul was required because of adjustments in the back line of side ditches made after construction started, shortening the lighter hauls on the work.

More Truck Haul was involved because the truck haul was not completely estimated in the preliminary computations, the job being worked up hurriedly to get same under contract before winter set in.

Talus Topping: The contractor elected to crush this material rather than put it on pit run as specified in the contract and as the crushed material was superior to the pit run material the quantity was reduced.

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Less Crushed Rock Surfacing was used because: (1) Approximately 7% was withheld for spotting and was found to be not required after surfacing was spread, and (2) the condition of the roadbed topping was considered to be better than expected and the additional surfacing material was not considered necessary.

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Filler & Hauling Filler: These items over ran heavily as it was found that the roadbed topping required filler, which had not been anticipated. This was particularly required because the road was under traffic at all times (resort not having been made to the long detour which was proposed). Further it was necessary to keep traffic up for about 3 months longer than was contemplated because of contractor's inability to continue work through the winter months and consequent extension of time for completion of job.

Sprinkling: A heavy over run was made necessary in the amount of water used. This was caused by the same conditions which held in the case of filler, that is, necessity of maintaining traffic over the roadbed topping and extension of the time of completion through three additional months in summer weather.

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18" Corrugated Iron Pipe: Additional pipe was required because of increase in the number of irrigation ditch crossings and drains under farm approaches.

Yours very truly

kdl/c
K. D. Lytle

SCOTT, CHAIRMAN, PORTLAND
L G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Nov. 25, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

- UNDER-RUN ON CHESHIRE-PRAIRIE ROAD ASPHALT-

In response to your letter of Nov. 24th, asking for an explanation of the under-run on asphalt used on the Cheshire-Prairie Road bituminous macadam will state that at the time this contract was started, strict orders had been issued to all resident engineers that their jobs be held within the estimate. In order to play safe on this the engineer and street inspector spread the number of gallons specified without allowing for the swell due to the heating. The swell from 60° to 425° temperature amounts to 14.6%. When the gages read exactly right for hot asphalt, spread should be made on increased rate per square yard to allow for this swell. Mr. Umphlette, resident engineer, had not had previous bituminous macadam experience, but inspector Folston has had experience and is a good man. I visited the job several times during construction and did not note any apparent shortage of asphalt in any of the shots.

Trusting this explanation will be satisfactory.

Very truly yours,

EACollier
E. A. Collier
Division Engineer

EAC:AW

185-G

November 29, 1938

Mr. K. B. Lytle
Division Engineer
Bend, Oregon

Dear Sir;

Reference is made to the final estimate for work performed on the Fort Klamath-Crooked Creek Section under Contract No. 1441. The Bureau of Public Roads require that an explanation be given for any items that overruns or underruns the contract quantity by 10% or more and as this condition exists on several of the items on the above work, it is our request that a brief statement be submitted to explain each of the variations. Please give this matter your early attention as the final Federal Aid Voucher can not be submitted to the Bureau for payment until the discrepancies can be explained.

In connection with all future work on which Federal Aid is received, it is our suggestion that a similar statement be submitted at the time the final estimate is sent in to this office.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

#1498

185-a

November 24, 1933

Globe Indemnity Co.
c/o Geo. S. Kerr Co.
Title and Trust Building
Portland, Oregon

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make final payment to A. Milne on Contract No. 1498 for the construction of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County.

This payment will be made on or after December 4, 1933.

The State is not advised of any unpaid claims for labor, materials or of any existing claims, debts, dues or demands incurred by the contractor in connection with this work that remain unsatisfied; and you are advised that the State assumes no responsibility for any such claims, should there be any.

For your information, we wish to advice that the total amount paid to Mr. Milne in connection with this work will be $18,821.42, including the final payment.

Kindly acknowledge receipt of this notice.

Very truly yours

Secretary

AJ

#1441

185-a

[illegible]

November 24, 1933

Shell Oil Company,
1219 Westlake Ave. North,
Seattle, Washington.

Attention: A. C. Suske.

Gentlemen:

In response to your inquiry of November 23rd we wish to advise that the C. T. Malcom and S. H. Newell & Company contract No. 1441 for the construction of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, was completed on August 24, 1933. This contract was accepted by the Highway Commission on October 25, 1933.

No claims have been filed against the contract to date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1441

SHELL
PETROLEUM PRODUCTS

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Nov. 23, 1933.

Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: CONTRACT #1441 - Klamath Co.
S. H. NEWELL & C. T. MALCOLM,
Contractors

Will you please advise us what progress has been made on the above contract, giving the percentage of work completed, the expected date of completion, and total amount of liens, if any, already filed?

Will you please advise us immediately of the date of acceptance by your department?

FJH:AH

Yours very truly,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

#1441

115a

November 22, 1928

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1441 for the construction of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County has been completed by the contractors C. T. Malcom and S. H. Newell and Company and that final settlement will be made by the State with said contractors for work done under said contract on or after December 2nd, 1928.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $94,077.52 including the final payment. Of this amount $973.87 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 2-C-1 11526 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1552a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 15, 1933

RECEIVED
NOV 1[illegible] 1933
OREGON
STATE [illegible] COMMISSION

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

In regard to the request for an extension of time from October 10 to October 12 as made by A. Milne in his contract No. 1498, covering the oiling of the Fort Klamath-Crooked Creek Section of The Dalles-California Highway.

It is my recommendation that this extension of two days be granted for the reason that the work was delayed by rainy weather.

Yours very truly,

K. D. LYTLE,
Division Engineer.

kdl/e
cc R. H. Baldock
cc H. G. Smith

#1498

185-2

November 14, 1933

Mr. A. Milne,
7835 N. E. Broadway,
Portland, Oregon.

Dear Sir:

Please be advised that the time limit on your contract No. 1498 - Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County, expired on October 10th.

According to our records this contract was not completed until October 18th. Will you kindly submit your application for an extension of time to October 18th and secure the written consent of your surety on the bond furnished in connection with the contract to accompany the application.

On account of the above contract being a Federal Aid Project it is necessary that the time limit be extended up to the actual date of completion before final payment is made.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to K. D. Lytle.

185-a

OREGON STATE HIGHWAY COMMISSION

November 7, 1933

Mr. K. D. Lytle
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

In response to your communication of November 5, in which you relate the total cost of the oiling on the Fort Klamath-Crooked Creek Section, would appreciate your advice as to the thickness. I note that it has cost about $345 to the mile. I would infer that it is approximately two inches thick.

Very truly yours,

State Highway Engineer

RHB:HI

H. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

November 3, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I am listing below the rock used on the Ft. Klamath-Crooked Creek Section oiling together with the cost of the rock to us:

The Dalles-Calif. Length 4.3411 Miles

Size of Aggregate	Price	Total Used Cu. Yds.	Cost	
1½" - 3/4"	$1.00	1128.0	$1128.00	
3/4" - ½"	1.30	392.0	509.60	
½" - ¼"	1.45	1567.0	2272.15	
¼" - 0	0.316	107.0	33.81	
Total for Section		3124.0		3943.56

Crater Lake Highway Length 1.2941 Miles

1½" - 3/4"	1.00	331.5	331.50	
3/4" - ½"	1.30	119.0	154.70	
½" - ¼"	1.45	436.0	632.20	
¼" - 0	0.316	26.0	8.22	
		912.5		1126.62
				5070.18

A summary of the total cost of the job is as follows:

Contractor's Estimate	$18,591.70
Engineering	826.72
Rock	5,070.18
	$24,488.60.

Cost per mile completed oiling - $4345.65.

K. D. Lytle.

#1498

185-a

November 7, 1923.

Globe Indemnity Company,
Geo. S. Kerr Company, Agents,
Title & Trust Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to A. Milne on contract No. 1498 for the construction of the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County. This payment will be made on or after November 18th, 1923.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

RECEIVED
NOV 7 - 1933
OREGON

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

November 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon NRH 185-A

____

________________________, was made by a representative of this office on October 19, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
NOV - 1933

November 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon NRH 83-A ____ , was made by a representative of this office on October 19, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. C. Caufield
Highway Engineer

FORM S-C-1 11549 SCD 10-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

821

November 3, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

Herewith find final estimate covering oiling of the Fort Klamath-Crooked Creek Section of The Dalles-California Highway. The records are being sent by Express and consist of the following:

4 copies semi-final estimate.
2 copies semi-final quantity sheet.
9 invoices of Standard and Union Oil Companies, covering 13 cars of #3 road oil and cut back asphalt.
36 material receipt books, nos. 1 to 36 inclusive, covering yardage and haul of aggregates moved by the contractor.
1 haul chart of project.
1 blueprint map of vicinity of Fort Klamath Junction showing irregular areas at the Junction for determination of equivalent mileage to be paid for under the item, "Preparation of Base."
2 copies of Statement of Determination of Quantities of no. 3 road oil and cut back asphalt barreled.

You will note that the contractor furnished us with heavy cut back asphalt instead of the light grade specified. We had considerable difficulty in spreading the oil and the final seal was not as satisfactory as I know it would have been had the proper oil been used. We did not know the oil was the wrong grade until we received the laboratory tests some time after it was laid. I am having the seal tested for leakage and will advise you as to results when tests are completed. So far I cannot see any streaks in this seal.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

FORM S-C-1 11548 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

5-a

October 31, 1933

RECEIVED
NOV 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

Dear Sir:

I acknowledge receipt of your letter of October 26 relative to the Price Agreement covering barreled oil and cut back asphalt on the Ft. Klamath-Crooked Creek Section. When I made up this Price Agreement I figured that the contractor should have the cost of the material. My figures on the cost were as follows:

Cost of No. 3 oil	$9.00	per ton
Freight to Chiloquin	6.50	" "
Heating Oil	2.00	
Hauling 15 mi. @ 6¢	0.90	
Barreling	1.00	
	$19.40	
Cost of Cutback Asphalt	10.50	
Freight	6.50	
Heating Oil	2.00	
Hauling 15 mi. @ 6¢	0.90	
Barreling	1.00	
	$20.90.	

We could not leave the oil at Chiloquin but had to haul it to the maintenance shed at Fort Klamath. You may think that we should not pay for some of the items but I believe that all of them cost the contractor something and that he should be given whatever it cost him to do the work.

These contractors give us many a break in order to get a job and I would, therefore, recommend that the Price Agreement be approved as written.

Yours very truly

NOTED
State Highway Engineer

K. D. Lytle
Division Engineer

kdl/c

Form 333—4M—8-33.

ORE STATE HIGHWAY COMMISSION

RECEIVED
OCT 30 1933
OREGON
STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Oct. 28, 1933., 193

Section Fort Klamath- Crooked Creek.

Kind of work Oil Mat Treatment.

Highway The Dalles-California & Crater Lake

Section prefix 18 Pr. (NRH-83 & NRH-185-A).

Contractor A. Milne.

Contract number 1498.

Date of contract Sept 12, 1933., 193

Date of completion October 10, 1933., 193

Date work started Sept. 18, 1933., 193

Estimated date of completion Oct. 12, 1933., 193

Amount of contract $ 20,265.

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 20,265.

Per cent of contract completed, based on total contract price 100. %

Engineering costs to date, $ 762., 3.7 %

Date project was completed October 12, 1933., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Construction complete. Party compiling semi-final estimate.

RECEIVED
OCT 30 1933
[illegible]

Robert B. [illegible]
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

180

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

October 7, 1933

Globe Indemnity Company
George Kerr Co. Agent
Title & Trust Building
Portland, Oregon

Gentlemen:

Under separate cover we are forwarding copy of the bond and contract awarded to A. Milne for the construction of the Ft. Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County. This copy is for your records and files and is being sent you since you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

Jn

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 4, 1933

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Final inspection of Oregon No. E-185-A Park Boundary-Ft. Klamath Section Crater Lake Highway ______________, was made by a representative of this office on September 26, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield
By L. L. Caufield
Highway Engineer

RECEIVED
OCT 5 - 1933
OREGON
STATE HIGHWAY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

October 4, 1933

Mr. R. H. Baldock
State Highway Commission
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-83~~-A~~ Ft. Klamath-Crooked Creek Unit of the Lamms Mill-Ft. Klamath Section, The Dalles-California Highway, was made by a representative of this office on September 26, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

L Caufield
By L. J. Caufield
Highway Engineer

RECEIVED
OCT [illegible] - 1933
OREGON
STATE HIGHWAY COM.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

September 27, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please send us four copies of sheet 2 of 10 for Oregon NRH-83, and sheet 2 of 5 for NRH-185-A, showing the increased quantities and the changes in the typical section. On account of the changes made by the Supplementary Special Provisions forwarded September 22, these sheets are needed to correct our files. The typical section should show the thickness of all courses, including the base or sub-base, as they will be upon the completion of the proposed work.

Yours very truly,

W. H. Lynch
District Engineer

By L. Canfield
Highway Engineer

RECEIVED
SEP 29 1933
OREGON
STATE HIGHWAY COMMISSION

Form 889—4M—8-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Sept. 30, 1933., 193

Section Fort Klamath - Crooked Creek

Kind of work ReGrading & Surfacing

Highway Dalles-California & Crater Lake.

Section prefix 18FR. (E-83-A & E-185-A)

Contractor Malcom & Newell

Contract number 1441

Date of contract Nov. 15, 1932, 193

Date of completion Aug. 24, 1933., 193

Date work started Nov. 30, 1932, 193

Estimated date of completion , 193

Amount of contract . . . . $ 88733.70

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering . . . . $ 94000

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering costs to date, $ 6470., 6.8 %

Date project was completed Aug. 24, 1933., 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate will be completed today, Sept. 30th.

RECEIVED
OCT 3 - 1933

RECEIVED
OCT 3 - 1933
OREGON

Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

September 22, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement on the Fort Klamath Section, Project No. NRH-185-A. We are likewise enclosing five copies of Supplemental provisions, identical to those submitted for Project No. NRH-83.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-185-A

FORT KLAMATH SECTION OF THE
CRATER LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, September 21, 1933

1.2	miles	Preparation of Base	$ 100.00	$ 120.00
1,090	cu. yds.	Placing Mineral Aggregate	1.40	1,526.00
1,960	yd. mi.	Hauling " "	0.20	392.00
15	tons	Emulsified or Cut-back Asphalt in Seal Coat	24.50	367.50
87	tons	No. 2 Oil in Place	23.00	2,001.00
			Sub-total	$ 4,406.50
			10% Engr. & Cont.	440.65
			Total	$ 4,847.15

Length of Roadwork 1.201 miles
Cost per mile $ 4,035.93

National Recovery Highway Funds Requested $ 4,847.15

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS (STATE CONTR. No. 1441)

320	cu. yds.	1-1/4" - 3/4" Crushed Rock in Stockpile	$1.00	$ 320.00
140	" "	3/4" - 1/2" " " " "	1.30	182.00
530	" "	1/2" - 1/4" " " " "	1.45	768.50
				$ 1,270.50

September 22, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement on the Fort Klamath-Crooked Creek Section of The Dalles-California Highway, Project No. NRH-83.

We are likewise enclosing five copies of supplemental provisions which provide for the changes, suggested by you, in the method of setting-up and binding the newly constructed rock surfacing on which the oil mat treatment is to be applied. As this method of treatment requires additional mineral aggregate and bituminous cement, the quantities shown in the agreement estimate for those items have been correspondingly increased.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-63

FORT KLAMATH-CROOKED CREEK SECTION
OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, September 21, 1933

Original Project (Sta. 1713+60 to Sta. 1932+17.8)

4.1	miles	Preparation of Base	$ 100.00	$ 410.00
3,740	cu. yds.	Placing Mineral Aggregate	1.40	5,236.00
6,710	yd. mi.	Hauling " "	0.20	1,342.00
52	tons	Emulsified or Cut-back Asphalt in Seal Coat	24.50	1,274.00
300	"	No. 5 Oil in Place	23.00	6,900.00
			Sub-total	$ 15,162.00
			10% Engr. & Cont.	1,516.20
			Total	$ 16,678.20

Length of Roadwork 4.118 miles
Cost per mile $ 4,050.07

Extension of Project (Sta. 1932+17.8 to Sta. 1942+00)

0.2	miles	Preparation of Base	$ 100.00	$ 20.00
170	cu. yds.	Placing Mineral Aggregate	1.40	238.00
330	yd. mi.	Hauling " "	0.20	66.00
3	tons	Emulsified or Cut-back Asphalt in Seal Coat	24.50	73.50
13	"	No. 5 Oil in Place	23.00	299.00
			Sub-total	$ 696.50
			10% Engr. & Cont.	69.65
			Total	$ 766.15

Length of Roadwork 0.186 miles
Cost per mile $ 4,119.08

National Recovery Highway Funds Requested:-

Original Project	$ 16,678.20
Extension	766.15
	$ 17,444.35

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

NON-PARTICIPATING ITEMS (STATE CONTR. NO. 1441)

Original Project (Sta. 1713+80 to Sta. 1932+17.8)

1,110	cu. yds.	1-1/4" - 3/4" Crushed Rock in Stockpile	$1.00	$ 1,110.00
450	" "	3/4" - 1/2" " " " "	1.30	585.00
1,800	" "	1/2" - 1/4" " " " "	1.45	2,610.00
				$ 4,305.00

Extension (Sta. 1932+17.8 to Sta. 1949+00)

50	cu. yds.	1-1/4" - 3/4" Crushed Rock in Stockpile	$1.00	$ 50.00
30	" "	3/4" - 1/2" " " " "	1.30	39.00
80	" "	1/2" - 1/4" " " " "	1.45	116.00
				$ 205.00
				$ 4,510.00

5

115-a

September 14, 1933

Mr. A. Milne
7253 N. E. Broadway
Portland, Oregon

Dear Sir:

For use in connection with the Ft. Klamath-Crooked Creek Oiling Project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the U. S. Employment Office, Klamath Falls, Oregon, in charge of G. H. Gram.

A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once, with the view of enlisting their cooperation and of acquainting yourself with their methods.

Under a new regulation of the U. S. Bureau of Public Roads, ex-service men must register with the National Reemployment Service, or one of the designated employment offices, and obtain an identification card to exhibit as proof of their eligibility for work on the project. The identification card will bear a serial number which must be entered on the labor payroll under the heading "Is Employee a Veteran with Dependents?"

Although the above mentioned regulation is not a requirement of your contract, we would appreciate your cooperation in having such ex-service men as you employ register with the National Reemployment Service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Dict. by R. Alvick/ME

cc Mr. K. D. Lytle
cc Mr. R. B. Gould

S. H. Probert
Office Engineer

September 14, 1933

Mr. Robert B. Gould
Resident Highway Engineer
Ft. Klamath, Oregon

Dear Sir:

On the day that work is started on the A. Milne contract for oiling on the Ft. Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the project should be referred to as contract fourteen ninety-eight, National Recovery Highway Project eighty-three (or whichever one of the two N. R. H. projects on which work is first started.

On the day that work is started on the other N. R. H. project of the contract, you will please notify Mr. Lynch by letter, advising him of the commencement of the work. The stations indicating the limits of each N. R. H. project are as follows:

Project	Station to Station	
N. R. H. - 83	1713+50 - 1942+00	The Dalles-Calif. Highway
N. R. H. - 185-A	476+00 - 540+10.6	Crater Lake Highway

A →

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch, as well as a copy of your letter to Mr. Lynch, should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/ER
cc K. D. Lytle

RECEIVED AT
873 STATE STREET
PHONE 6000
SALEM - OREGON

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

TELEGRAMS CABLEGRAMS RADIOGRAMS

Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
WLT	WEEK END CABLE LETTER
	RADIOGRAM

33POD 57 GOVT

NX PORTLAND ORE 438P SEPT 11 1933

185-a

R H BALDOCK
222

STATE HIGHWAY ENGINEER SALEM ORE

REGIONAL OFFICE ADVISES QUOTE WILL APPROVE CHANGE IN SPECIFICATIONS OREGON NRH EIGHT THREE AND ONE EIGHT FIVE A CONTAINED IN ANDREWS WIRE ELEVENTH PROVIDING FIRST HALF BASE COURSE ROLLED AND THOROUGHLY COMPACTED AFTER APPLICATION OIL STOP MAY BE NECESSARY AND DESIRABLE ADD SOME KEY ROCK TO FACILITATE ROLLING AND COMPACTION THIS FIRST HALF OF BASE COURSE UNQUOTE

ANDREWS

455P

REFERRED TO Probert
By State Highway Engineer

Telephone Your Telegrams to Postal Telegraph

(Paid ...t.re

OF PUBLIC ROADS

RUSH 8010-20- OREGON

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
SEP 12 1933
OREGON
STATE HIGHWAY COMMISSION

PORTLAND OREGON
SEPT 11 1933

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM OREGON

REGIONAL OFFICE ADVISES QUOTE WILL APPROVE CHANGE IN SPECIFICATIONS OREGON NRH EIGHT THREE AND ONE EIGHT FIVE A CONTAINED IN ANDREWS WIRE ELEVENTH PROVIDING FIRST HALF BASE COURSE ROLLED AND THOROUGHLY COMPACTED AFTER APPLICATION OIL STOP MAY BE NECESSARY AND DESIRABLE ADD SOME KEY ROCK TO FACILITATE ROLLING AND COMPACTION THIS FIRST HALF OF BASE COURSE UNQUOTE
[illegible]

ANDREWS

AN, PORTLAND
HBURNE, EUGENE
LDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September
5th
1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

In accordance with your request I am submitting an estimate of oiling with state forces the Fort Klamath-Crooked Creek section of the Crater Lake and The Dalles-California highways in Klamath county.

	Unit	Amount
Preparation of Base	$100.00	$ 550.00
Placing Mineral Aggregate	1.00	4400.00
Hauling Mineral Aggregate	.25	2000.00
Emulsified Asphalt or Cut-back Asphalt in seal coat	23.00	1610.00
No. 3 Road Oil in Place	21.50	6880.00
Total		$15,440.00

The low bid received for this oiling at the August 25 Commission meeting was $17,385. Our estimate for performing the same work with state forces is 11.2% lower although we have used quite high safety factors in each item. I am certain that our estimate is large rather than small.

Very respectfully,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 11, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 185-A, the Fort Klamath section of the Crater Lake Highway, to A Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

175-a

Division Engineer's
Estimate of Cost
Ft.Klamath-Crooked Creek Section
Crater Lake and The Dalles-Calif. Hwy.
5.53 Miles Oil Mat
Surface Treatment

Preparation of Base	5.5	Miles	@	150.00	825.00
Placing Mineral Aggregate	4400	C. Y.	@	1.20	5280.00
Hauling Mineral Aggregate	8000	Yd. Mi.	@	.14	1120.00
Emulsified Asphalt or cut back Asphalt in SealCoat	70	Tons	@	27.00	1890.00
No. 3 Road Oil in Place	320	"	@	25.50	8160.00
					$17,275.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

September 11, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 83, the Fort Klamath-Crooked Creek section of The Dalles-California Highway, to A. Milne, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
SEP 1 - 1933
OREGON

August 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 23rd in answer to our letter of August 22nd, concerning Oregon NRH projects 83 and 185-A, the Fort Klamath-Crooked Creek section.

A comparison between the proposed work and the B-2 is not substantiated by the specifications. The B-2 standard specification provides a tack coat of .20 gallon of oil and .0,24 cubic yard of rock, as against proposed .35 gallon of oil to be used on approximately .07 cubic yards of rock now on the road.

Our Regional Office is not convinced that proper consolidation of the base course will be obtained by the methods used and the project is not approved as submitted.

Very truly yours,

W. H. LYNCH
District Engineer

L. J. [illegible]
Highway Engineer

REFERRED TO
By State Highway Engineer

185-a

August 23, 1933

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
[redacted]
Portland, Oregon

Dear Sir:

In response to your inquiry concerning the Fort Klamath-Crooked Creek Section, I beg to advise that the specifications submitted are perfectly adapted to the job and will give much better results than your suggestion of priming the road now, with 0-11 placed next year.

The selected roadbed topping (shown on the attached standard grading section in green) is compactly set up and in perfect shape. It was not considered advisable to set up the crushed rock surfacing with filler and water on account of the danger of forming a superficial crust which would break under traffic, therefore the fines have sifted to the bottom and left a well graded 1½"-3/4" loose surfacing. It is proposed to detour the traffic, spread this to a uniform crown and grade, remove any pockets of fine which may have collected and apply .35 gallons per cubic yard with ½"-¼" key, and then follow with the standard 0-11 specification. This in reality is practically the standard B2 specification and similar procedure has been used on many state jobs.

The method of laying a smoothing course over gravel or talus topping has occasioned much study during the last few years, as it is the purpose of gravel topping to furnish a well drained ballast under the oil or bituminous macadam; and were the smoothing course "fillered" sufficiently to set it up immediately, it undoubtedly in a measure would defeat the purpose of the gravel topping by introducing a layer of heavily "fillered" material between the oil and the ballast. In most instances a compromise has been effected by "fillering" with sand or crusher dust, or both; but in this instance it was considered inadvisable to use the pumiceous filler found in the quarry, so that no filler was used and consequently the top is perfectly loose and is composed largely of 1½"-3/4" material, similar to the base course of a B2 specification.

This is the only manner possible to use a smoothing course without the delay incident to compacting under traffic during the winter season, or else by forced "setting up" by the use of objectionable quantities of filler with expensive watering.

Mr. W. H. Lynch - 2 August 23, 1933

We therefore request that this project be approved as submitted, and feel that a stronger job will result if the job be completed than if it be merely primed and the C-11 added next year.

Very truly yours

State Highway Engineer

HGS:HI

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

NOTED

August 22, 1933

RECEIVED
AUG 23 1933
OREGON
[illegible] COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Fx Klamath.
Crooked Creek

Dear Sir:

Reference is made to Oregon National Recovery Highway Projects Nos. NRH 83 and NRH 185-A.

The specifications submitted provide for a prime coat of .35 gallon of No. 3 road oil covered with 1/2" - 1/4" chips, and on top of that an oil-treated penetration type mat approximately 1-1/8" thick. It is specified that the existing rock base shall be scarified to a depth of about two inches before applying the prime coat, and it is apparent that the crushed rock surfacing is not sufficiently consolidated to support an oil treated mat under heavy traffic.

Upon further consideration, it is found this project is not satisfactory for approval unless further evidence can be given to convince us that satisfactory results will be obtained. It seems that the proper method would be to apply the prime coat this season and the heavier mat next year, if at that time the base rock is thoroughly consolidated.

Objection is also raised to the changes made in the O-11 type oiling, as previously approved, particularly the excess screenings specified for the second seal coat.

Unless these matters are satisfactorily cleared up, we will not be in a position to concur in an award of contract for these projects.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCanfield
L. J. Canfield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 185-~~A, the~~ Fort Klamath section of the Crater Lake Highway, 1.201 miles of oil mat surface treatment, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

Nash:- Bids will be received on this job Aug 25th

83

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 12, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 14 1933
OREGON

Dear Sir:

Plans, specifications and estimate for Oregon NRH 83, the Fort Klamath-Crooked Creek section of The Dalles-California Highway, 4.304 miles of oil surface treatment, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

We have corrected the length, which is shown on the summary sheet as 4.323 miles, to 4.312 miles.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

August 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany oiling specifications on the Fort Klamath Section, Project No. NRM 185-A. Five bid proposals and five blueprint copies of the typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-185-A

FORT KLAMATH SECTION OF THE
CRATER LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany oiling specifications. Not as basis for project agreement.)

Salem, Oregon, August 9, 1933.

1.2	miles	Preparation of Base	$ 125.00	$ 150.00
1090 - 960	cu. yds.	Placing Mineral Aggregate	1.20	1,152.00
1960 - 1,750	yd. mi.	Hauling Mineral Aggregate	0.15	262.50
15 - 15	Tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	345.00
87 - 70	Tons	No. 3 Oil in Place	22.00	1,540.00
~~83~~	Tons	Tar in Place	23.00	Alternate
				$ 3,449.50
		10% Engr. & Cont.		344.95
				$ 3,794.45

Length of Roadwork 1.201 miles
Cost per mile $ 3,159.40

National Recovery Highway Funds Requested........ $ 3,794.45

NON PARTICIPATING ITEMS (CONTRACT NO. 1441)

320	cu. yds.	1 1/4" - 3/4" Crushed Rock in Stockpile	$1.00	$ 320.00
140	cu. yds.	3/4" - 1/2" " " " "	1.30	182.00
400	cu. yds.	1/2" - 1/4" " " " "	1.45	580.00
				$ 1,082.00

August 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany oiling specifications on the Fort Klamath-Crooked Creek Section, Project No. NRH-83. Five bid proposals and five blueprint copies of the typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery
Hwy. Proj. No. [illegible]-83

FORT KLAMATH-CROOKED CREEK SECTION

OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany ailing specifications. Not as basis for project agreement)

Salem, Oregon, August 9, 1933.

Original Project (Sta. 1713+50 to Sta. 1932+17.8)

	4.1	miles	Preparation of Base	$125.00	$ 512.50
3730 -	3,290	cu. yds.	Placing Mineral Aggregate	1.20	3,948.00
6710 -	5,980	yd. mi.	Hauling " "	0.15	897.00
52 -	52	tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	1,196.00
298 -	240	tons	No. 3 Oil in Place	22.00	5,280.00
	~~284~~	tons	Tar in Place	23.00	Alternate
					$11,833.50
			10% Engr. & Cont.		1,183.35
			Total		$13,016.85

Length of Roadwork 4.118 miles
Cost per mile $3,160.96

Extension of Project (Sta. 1932+17.8 to Sta. 1942+00)

	.2	miles	Preparation of Base	$125.00	$ 25.00
170 ~~180~~ -	150	cu. yds.	Placing Mineral Aggregate	1.20	180.00
330 -	270	yd. mi.	Hauling " "	0.15	40.50
3 -	3	tons	Emulsified or Cut-back Asphalt in Seal Coat	23.00	69.00
13 ~~16~~	10	"	No. 3 Oil in Place	22.00	220.00
	~~13~~	"	Tar in Place	23.00	Alternate
					$ 534.50
			10% Engr. & Cont.		53.45
			Total		$ 587.95

Length of Roadwork 0.186 miles
Cost per mile $3,161.02

National Recovery Highway Funds Requested:

Original Project	13,016.85
Extension	587.95
	13,604.80

[illegible]

NON-PARTICIPATING ITEMS (CONTRACT 1441)

	1,160	Cu. yds.	1½" - 3/4"	Crushed	Rock	in	Stockpile	$1.00	$1,160.00
	480	"	"	3/4" - ½"	"	"	"	"	1.30	624.00
1880	1,430	"	"	½" - ¼"	"	"	"	"	1.45	2,073.50
										$4,157.50

[illegible]

[illegible]

1110

50
30
80
180

450

1700

[illegible]

3360

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

#1472

13-a

July 24, 1933

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1472 for the construction of a bridge over Crooked Creek on The Dalles-California Highway in Klamath County has been completed by the contractor, J. F. Johnston, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 3rd, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $[illegible],860.58 including the final payment. Of this amount $11.89 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dict. by J. McFarland.

#7449
Klamath Co.
185-a

July 12, 1928

Chas. R. McCormick Lumber Company,
McCormick Terminal,
Portland, Oregon.

Gentlemen:

In response to your inquiry of July 11th we wish to advise that the bond furnished in connection with the Starr & McCall contract for the construction of three bridges on the Willamette Highway in Klamath County was written by the Fidelity & Casualty Company of New York. George P. Donahue, Klamath Falls, Oregon appears as resident agent for the surety company.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

PORTLAND SEATTLE NEW YORK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

RECEIVED
JUL 12 1933
OREGON
STATE HIGHWAY COMMISSION

July 11, 1933.

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Please furnish us name of Surety for Starr & Mc Call of Klamath Falls, covering their contract with the State to build the following Bridges:

Crescent Creek Bridge	#1825
Odell Creek Bridge	#1826
Deschutes River Bridge	#1824

We are desirous of filing claim with the State covering materials furnished them.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.
Auditing Dept.

By
Auditor.

C P-N

FORM 5-C-1 [illegible] 500 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

115-2

July 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith

Dear Sir:

In conformance with your verbal agreement with Mr. Malcom and Mr. Conley there has been submitted by them a letter, which is attached hereto, confirming the agreement as to the furnishing of 1½"-0" crushed materials for shoulder material on the Fort Klamath-Crooked Creek Section of The Dalles-California Highway.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encl.

CC
Mr. R. B. Gould

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

115-a

July 7, 1936

Mr. Robert E. Gould
Highway Resident Engineer
Ft. Klamath, Oregon

Dear Sir:

Please note the following suggestions for preparation of future monthly estimates on Contract No. 1441 for regrading and surfacing the Fort Klamath-Crooked Creek Section.

Sub-total the quantities of work performed on each Federal Aid Unit.

Head the columns on the estimate in the same order that the items are listed in the contract.

Show the clearing and grubbing completed as a per cent of the work on each Federal Aid Unit rather than as a per cent of the work on the whole project, or than as an amount of money. The "Total to Date" at the bottom of the sheet should show the per cent of clearing and grubbing completed on the whole project, which figure will not be the sum of the percentages for each unit.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by D. G. DeCart/HH

cc K. D. Lytle

185-a

June 20, 1933.

Mr. W.H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

In answer to your letter regarding Oregon Emergency Construction Projects E-83 and #-185, I beg to advise that the contractor has not as yet manufactured any crushed rock surfacing but is solely engaged in the production of talus topping as modified by our agreement which authorized the crushing of this talus topping.

I just returned from an inspection of the project and noted that the contractor already has his traps in the process of erection by which he plans to hand load his rock for the crushed stone surfacing.

The inspection of this project was evidently hurriedly made by someone unfamiliar with the details of the talus topping and consequently has written his report under a misapprehension. I wish to assure you that the project is being carried out as contemplated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

June 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 15th, we are enclosing herewith the field estimate for work done to May 10th for the Crooked Creek Bridge, Project No. B-53.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. M. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 15, 1933.

RECEIVED
JUN 16 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Receipt of your letter of June 12th, enclosing a copy of the field estimate for Oregon Emergency Construction Highway Project No. E. 83 is acknowledged.

Apparently there has been some misunderstanding. The estimate which we requested in our letter of June 8th was the estimate showing the work done by J. F. Johnson on the Crooked Creek Bridge to May 10, 1933.

The voucher submitted in the amount of $7,105.98 must be held in this office until this estimate is received.

Very truly yours,

W. H. LYNCH
District Engineer,
by [illegible]
Hwy Engr

#1472

2

June 15, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Receipt of your letter of June 12th, enclosing a copy of the field estimate for Oregon Emergency Construction Highway Project No. E. 83 is acknowledged.

Apparently there has been some misunderstanding. The estimate which we requested in our letter of June 8th was the estimate showing the work done by J. F. Johnson on the Crooked Creek Bridge to May 10, 1933.

The voucher submitted in the amount of $7,105.98 must be held in this office until this estimate is received.

Very truly yours,

W. H. LYNCH
District Engineer.

by LJ
H.B.

JUN 16 1933

#1472

13a

June 14, 1926

Mr. J. F. Johnston,
800 Sheridan Street,
Newberg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 13th requesting an extension of time of fifteen days on your contract No. 1472 - for the construction of a bridge over Crooked Creek on The Dalles-California Highway in Klamath County.

Please be advised that before your application for an extension of time on the above contract can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

cc to Bridge Dept.

June 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of June 8th, we are enclosing herewith a copy of the field estimate for Project No. E-83.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/EB

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE NO.

POST OFFICE BUILDING
PORTLAND, OREG.

June 8, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Apparently the field estimate covering work done to May 10, 1933, on Oregon Emergency Construction Highway Project No. E. 53-A by J. F. Johnson has not been received. Would you please forward a copy as soon as possible.

The voucher submitted in the amount of $7,105.98 is being held in this office pending receipt of this estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

RECEIVED
JUN 9 - 1933
OREGON

June 6, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Apparently the field estimate covering work done to May 10, 1933, on Oregon Emergency Construction Highway Project No. E 83-A by J. F. Johnson has not been received. Would you please forward a copy as soon as possible.

The voucher submitted in the amount of $7,105.96 is being held in this office pending receipt of this estimate.

Very truly yours,

W. H. LYNCH
District Engineer.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E. 83

June 7, 1933

JUN - 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer.

Encl.

Appr 14272

Oregon Emergency Construction
Highway Project No. E-83.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on February 13, 1933, by the Oregon State Highway Commission, and on March 14, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. E-83; and

WHEREAS, the said State Highway Commission has requested approval of a revision of the plans, specifications and estimate approved for said project to provide for the construction of a bridge across Crooked ~~Crooked~~ Creek between survey stations 1720+83 and 1721+29; and by reason thereof has requested that the estimate of cost approved for said project be increased from $61,405.09 to $64,364.09, and that the Federal funds approved and set aside to the credit of said project be increased from $18,421.52 to $19,486.76:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said project be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

"Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of nineteen thousand, four hundred eighty-six and 76/100 dollars ($19,486.76) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Article II shall read:

"Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:

"Between survey station 1713+50 in the N.E. ¼, Sec. 12, T. 34 S., R. 7-1/2 E., and survey station 1942+00 in the N.W.¼ Sec. 23, T. 33 S., R. 7-1/2 E. (excepting therefrom the bridge between survey stations 1881+40 and 1881+97), length 4.312 miles, in Klamath County, being Oregon Federal Aid Project No. E-83, consisting of 4.304 miles of roadway and one bridge of more than 20 ft. clear span 0.008 of a mile in length, known locally as the Fort Klamath - Crooked Creek Section of The Dalles - California Highway between official control points Fort Klamath and Klamath Falls."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (e) to read:

"(e) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridge of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved cost $61,405.09, Federal Aid $18,421.52; one bridge, approved cost $2,959.00, Federal Aid $1,065.24."

Article IV shall read:

"Article IV. The United States pro rata share of the value of the labor and materials which

> shall be actually put into the construction of said project shall not in any event exceed the sum of nineteen thousand, four hundred eighty-six and 76/100 dollars ($19,486.76), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-four thousand, three hundred sixty-four and 09/100 dollars ($64,364.09), the approved total estimated cost of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 19th day of April, 1933, and the Secretary of Agriculture on the 23rd day of May, 1933.

OREGON STATE HIGHWAY COMMISSION

By Leslie Scott
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By C E Washburn
Member, State Highway Commission.

R G Tugwell
Acting Secretary of Agriculture.

Oregon Emergency Construction
Highway Project No. E-83.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-83. State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 64,364.03 in lieu of the $18,421.52 approved by Certificate of March 14, 1933, as the total estimated cost of said project, and the sum of $ 19,486.76 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23rd day of May one thousand nine hundred and thirty three

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4829

FORM 8-C-1 2758 1000 1-33
COMMISSIONERS
J. C. AINSWORTH, CHAIRMAN, PORTLAND
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF C. W. WANZER, DIVISION ENGINEER
BEND, OREGON

175-a

NOTED
State Highway Engineer

JUN - 1933

June 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. [illegible]. G. Smith

Dear Sir:

I am sending herewith Special Provisions covering the oiling of the Fort Klamath-Crooked Creek Section of The Dalles-California and Crater Lake Highways.

You may not agree with me in regard to the method outlined for the preparation of the base but my thought was that it would be more satisfactory to tie up the surfacing in the manner outlined rather than fill it full of earth filler. The amount of rock which we are placing on this road is none too great and I think we should take precautions to see that we secure full benefit from the rock used. I estimate that this method is costing us around $700.00 per mile more than it would if the surfacing was already tied up. I believe that this should be tied in with the Merrill-Malin job as we think the surfacing will be completed some time between the 15th and 31st of July.

Although it is optional with the contractor whether he uses cutback or emulsion in the seal coat, I believe it would be best to change our specifications in that respect and make it mandatory that emulsion be used. What would you think of using emulsion in the preparation of the base instead of the number 3 oil specified? We might get more penetration.

Yours very truly

K. D. Lytle
Division Engineer

kdl/c
encls.

Specifications for Oiling

Fort Klamath-Crooked Creek Section

The Dalles-California and Crater Lake Highway

Description of Work.

The work to be done under the contract consists of the placing of an oil mat surface treatment (Type O-11 Modified) on 1.21 miles of the Crater Lake Highway and 4.32 miles on The Dalles-California Highway.

The portion of the project which is on the Crater Lake Highway extends from station 476+00 at Fort Klamath east to the junction of the Crater Lake Highway with The Dalles-California Highway at station 540+10.6.

The portion of the project which is on The Dalles-California Highway extends from Station 1942+00 about 1000 feet north of the junction of the Crater Lake Highway with The Dalles-California Highway south to station 1713+50, which station is approximately 800 feet south of the crossing of Crooked Creek and about 33 miles north of Klamath Falls.

Date of Completion:

The work to be done under the contract shall be completed not later than 40 days after the award of the contract.

Specifications to Apply:

The applying of the oil mat surface treatment shall be performed and paid for in accordance with the standard specifications given in sections 17 and 22 of the standard specification form except as those specifications are supplemented and modified by the provisions which follow:

Preparation of Subgrade:

The base upon which the oiled mat surface treatment is to be laid shall be prepared in the following manner: The road shall be scarified to a depth of approximately two inches, after which it shall be bladed back and forth until the fines shall have sifted to the bottom and the coarser rock shall be on top. Any places showing an excess of fines or dust through which the oil will not penetrate shall be dug out and the places spotted out with 1¼" - 3/4" rock.

After the rock has been brought to a surface true to crown and grade and free of any inequalities and rolled, an application of number 3 oil shall be spread at the rate of 0.35 gallons per square yard. This course of oil shall be covered with an application of ½" - ¼" crushed rock spread at the rate of 0.012 cubic yards per square yard. The road shall then be rolled and broomed until the road way is firm and will set up, after which traffic shall be allowed to use the road for at least four days before the oil mat surface treatment is applied. If, before the oil mat surface treatment is applied, any holes develop, they shall be patched in the manner described in section 17 of the Standard Specification form.

After the road has been thrown open to traffic for four days and the patching and repair work is completed and immediately prior to the commencement of the placing of the oil mat, the surface of the base shall be made clean and free of all dust, dirt and other foreign matter, by sweeping.

Payment for Preparation:

Payment made at the price bid per mile of road for "Preparation of Base" shall be understood to cover all of the necessary scarifying, the manipulation of the rock, rolling, patching and brooming but will not be understood to cover the cost of hauling and placing of any mineral aggregate used in preparing the base or patching nor the road oil used in that operation. Payment for those items will be made at the price bid for "Placing Mineral Aggregate", Hauling Mineral Aggregate" and "Road Oil in Place".

Oil Mat Surface Treatment, Type O-11 Modified:

After the base has been prepared as above described the oil mat surface treatment shall be laid in accordance with the table of details which follows:

1. General Details

Thickness of Oil Mat	1 1/8"
Number of courses exclusive of seal coat	Two
Kind of bituminous cement	No. 3 road oil or tar

2. Order and Rates of Spreading:

A. First Course	
Spread bituminous cement	0.20 gal.per sq.yd.
Spread 1¼"- 3/4" aggregate	0.022 CY " " "
B. Second Course	
Spread bituminous cement	0.30 " " " "
Spread 3/4" -½" aggregate	0.009 CY " " "
Spread ½" - ¼" "	0.003 CY " " "

C. Seal Coat (First Application)

Spread bituminous cement	0.25 gal.per sq.yd.
Spread ½" - ¼" aggregate	0.006 CY " " "
Spread ¼"-0 aggregate	0.003 CY " " "

D. Seal Coat (Second Application)

Spread cutback or emulsion	0.25 gal.per sq.yd.
Spread ½" - ¼" aggregate	0.006 CY " " "
Spread ¼-0 aggregate	0.004 CY " " "

3. Total Quantities:

Bituminous cement	0.75 gal.per sq.yd.
Cutback asphalt or emulsified asphalt	0.25 " " " "
Aggregates	0.053 CY " " "

Bituminous Cement:

The bituminous cement to be used in the second application of seal coat shall be emulsified asphalt conforming with the requirements stated in section 47, or it shall be cutback asphalt (light grade) conforming with the requirements stated in Section 46. It shall be optional with the contractor whether emulsified asphalt or cutback asphalt is used in that application.

In all other applications, the bituminous cement shall be No. 3 road oil meeting the requirements station in Section 45, or it shall be a tar meeting the requirements of the A. A. S. H. O. standard specification M-25. Bidders are requested to submit prices for both road oil and tar. Which of these two kinds of bituminous cement will be used will be determined by the Highway Commission at the time the award of contract is made.

Miscellaneous Provisions:

The aggregates required in the work to be done under the contract shall be obtained from the State-owned stockpiles located along side The Dalles-California Highway at Station 1880.

Surfacing Now Under Contract:

The contractor's attention is called to the fact that the surfacing on this project has not been completed and that he may not be able to start work at once but it shall be understood that this contract shall be in active progress not later than 15 days (including Sundays and holidays) after the surfacing contractor has finished the surfacing.

Contractor to Furnish Flagmen and Pilot Cars:

Contrary to the provisions which appear on pages 64 and 65 of the standard specification form, the state will bear no part of the expense of controlling traffic or of conducting traffic past the work. All flagmen, pilot cars and pilot car drivers required tà control and conduct traffic in a manner satisfactory to the engineer, shall be furnished by the contractor, and compensation therefore shall be understood to be indluded in the payments made for some one or more of the listed bid items.

Responsibility for Maintenance:

Maintenance operations on the section of highway to which this contract applies will be carried on by the State in the usual manner until such time as the contractor is ready to start work. The section will then be turned over th the contractor "as is", and from that time until all work to be done under the contract is completed, the contractor will be responsible for the maintenance of the section and will be required to keep the roadway in a smooth, well-compacted and otherwise satisfactory condition.

Haul Distribution, Fort Klamath-Crooked Creek

Station	to Station	Distance	Cu. Yd.	Haul Distance	Yard Miles Haul
1880+00	1853+60	0.5	381	0.5	195
1853+60	1827+20	0.5	382	1.0	382
1827+20	1800+80	0.5	381	1.5	572
1800+80	1774+40	0.5	382	2.0	764
1774+40	1748+00	0.5	381	2.5	953
1748+00	1721+60	0.5	382	3.0	1146
1721+60	1713+60	0.15	114	3.5	399
1880+00	1906+40	0.5	381	0.5	195
1906+40	1932+80	0.5	382	1.0	382
1932+80	1942+00	0.17	130	1.5	195
540+10	513+70	0.5	381	1.5	572
513+70	487+30	0.5	382	2.0	764
487+30	476+00	0.21	160	2.5	400
			4219		6919

Cubic Yard Miles Haul = 6919
5.53 (0.065 x 11,733) = 4,217 Cubic Yds3 oil or tar =299.88 Ton
5.53 (1.10 x 11,733) = 71,372 Gals. #3 oil ~~or tar~~=299.88 Tons
5.53 (0.25x11,733) = 16,221 Gals. cutback or emulsion=68.15 Ton

71,732 Gals tar = 358.66 Tons

Fort Klamath-Crooked Creek Oiling Project.

Summary of Quantities

	Net Quantities	Allowance	Total Quantities	Miles
1. Preparation of Base	5.53		5.53	Miles
2. Placing Mineral Aggregate	4217	583	4800	Cu. Yds.
3. Hauling Mineral Aggregate	6919	981	7900	Yd.Miles
4. Emulsion Asphalt or cutback asphalt in seal coat	68.15	6.85	75	Tons
5. No. 3 Road Oil in Place	299.88	20.12	320	Tons
6. Tar in Place	358.66	31.34	390	Tons

Item #6 is alternate for item #5.

Estimate of Cost

Preparation of Base	5.53 Miles @ $175.00	$967.75
Placing Mineral Aggregate	4800 Cu. Yds.@ 1.10	5280.00
Hauling Mineral Aggregate	7900 Yd.Mi. @ 0.15	1185.00
Emulsion or cutback asphalt	75 Tons @ 28.50	2137.50
No. 3 Road Oil in Place	320 Tons @ 24.00	7680.00
		$17,250.25
Engineering and contingencies		1,725.02
		18,975.27

185-2

June 1, 1933.

Klamath Machine & Locomotive Works Inc.
Klamath Falls, Oregon

Attention: Mr. F. B. Southwell

Gentlemen:

Reference is made to your letter of May 29th requesting the name of the contracting firm who hold the contract for the highway work near Fort Klamath, Oregon.

The contract to which you refer is No. 1441 which was awarded by the State Highway Commission on November 18, 1932, to C. T. Malcom and S. H. Newell & Company whose address is 1022 Board of Trade Building, Portland, Oregon. The work covered by this contract consists of regrading and resurfacing the Fort Klamath-Crooked Creek Section of the Crater Lake and The Dalles-California Highways in Klamath County. The bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company, for whom M. K. Sprott, with offices in the Porter Building, Portland, is the resident agent.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

CARL F. GERLINGER, PRESIDENT DR. R. E. LEE STEINER, VICE-PRESIDENT A. C. GERLINGER, SECRETARY-TREASURER

KLAMATH MACHINE & LOCOMOTIVE WORKS, INC.

ENGINEERS, FOUNDERS AND MACHINISTS

RAILROAD - SAWMILL - LOGGING - CONTRACTORS EQUIPMENT
AND
MILL SUPPLY STORE

TELEPHONE 281 P. O. BOX 206 KLAMATH FALLS, OREGON

May 29, 1933

[illegible]
MAY 31 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Will you please advise the correct name of the contracting firm who hold the contract for the highway work near Fort Klamath, Oregon. Also the name of the bonding company underwriting this job.

Yours very truly,

KLAMATH MACHINE & LOCOMOTIVE WORKS.

BY F B Southwell
Asst. to Pres.

FBS:O

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

185-a

OREGON STATE HIGHWAY COMMISSION

SALEM

June 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

We would like to include the bituminous macadam for the Ft. Klamath-Crooked Creek Section as a unit of the lettings in the vicinity of Klamath Falls to be done this summer if the surfacing contractors have finished, but the following year if not possible to finish this year.

Will you kindly submit specifications for this project immediately. I do not know if we had advised you concerning this before but would appreciate it if you could forward these specifications immediately with advices as to when you expect the surfacing contractor to be done and when it can be oiled this summer.

Would like to have these specifications by Tuesday if possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith
Construction Engineer.

HGS/H

CC to
R.H. Baldock

FORM 2-A-1 7020 5M 5-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

185-a

OREGON STATE HIGHWAY COMMISSION

SALEM

May 2, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Robt. Gould,
Resident Engineer,
Ft. Klamath, Ore.

Dear Sir:

Your Field Engineers Weekly Report for the week ending April 29th on the Ft. Klamath Crooked Creek Section has just been received. These reports should reach this office not later than Tuesday of the week following the week of the report.

Will you please see that your reports in the future are mailed in time to reach this office the first part of the week.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock
K. D. Lytle

PR-E-83

APRIL
Twenty-Seventh
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of the papers relative to the application by the Highway Commission, and granting by the Department of the Interior, of an easement to permit the reconstruction of the Fort Klamath-Crooked Creek Section, Emergency Construction Project No. E-185-A and E-83, through allotted and tribal lands within the Klamath Indian Reservation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FORM 2-G4 7687 500 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

185-a

April 18, 1933

RECEIVED
APR 19 1933
OREGON
STATE HIGHWAY COM

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention ~~Mr.~~ H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In checking over the construction engineering expense on the Fort Klamath-Crooked Creek Section of The Dalles-California Highway I find that $100.38 has been charged up for work done by abstract companies in connection with the acquisition of the right of way.

When we started to purchase the right of way Mr. Devers was unable to furnish us an agent and so advised me to put some one on the job. Mr. Gould was instructed to carry on the negotiations and he has advised that the cost of the time spent on this work amounts to $300.00. If we could have the two above mentioned amounts transferred to the right of way department it would be a great help to the engineering costs.

Will you please advise if we will be permitted to transfer these costs?

Yours very truly

K. D. Lytle
Division Engineer

kdl/c

CC R. B. Gould

FORM 2-A-1 8700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

5-a

April 10, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. B. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

This is your authority to install 60 lineal feet of 36" pipe at $3.00 per lineal foot, on the Ft. Klamath-Crooked Creek Section, as demanded by the Indian Service.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R.H. Baldock ✓

April 4, 1933

Mr. J. F. Johnston
800 Sheridan Street
Newberg, Oregon

Dear Sir:

Herewith for your records and files is a copy of Contract No. 1572 awarded to you by the State Highway Commission for the construction of a bridge over Crooked Creek on the Dalles-California Highway in Klamath County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

APRIL
First
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, covering the Fort Klamath-Crooked Creek Section, Project No. E-83-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. E-83-A

FORT KLAMATH-CROOKED CREEK UNIT OF THE FORT KLAMATH-LAKES HILL SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for modified agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1933

STATEMENT OF COMPLETED WORK

Portion of Project thru Deeded Lands:

Agreement Estimate	$30,968.82
Overruns	3,162.87
Engineering and Contingencies (prorated)	5,238.92
Total Actual Cost	$39,303.79

Portion of Project thru Trust Patent Lands:

Roadway:

Agreement Estimate	$106,077.68
Overruns	12,809.46
Engineering and Contingencies (prorated)	10,615.91
Total Actual Cost	$131,504.99
Total Cost of Roadwork	$170,808.78

Trestle, Sta. 1881:

Agreement Estimate	$ 1,724.00
Overruns	275.38
Engineering	112.37
	$ 2,111.75

Total Cost on which Federal Aid was Computed:

Roadway on Deeded Lands Portion	$ 34,065.70
Roadway on Trust Patent Lands Portion	118,887.64
Total, Roadway	$152,953.34
One Bridge on Trust Patent Lands Portion	1,896.40
Total, All Work	$154,849.74

Federal Aid Paid:

Roadway on Deeded Lands Portion..............................	$ 20,826.65
Roadway on Trust Patent Lands Portion..............................	118,887.64
Total, Roadway..............................	$139,714.29
Bridge on Trust Patent Lands Portion..............................	1,896.40
	$141,610.69

Length of Project:

Roadway on Deeded Lands Portion	3.901	miles
Roadway on Trust Patent Lands Portion	15.091	miles
Total Roadway	18.992	miles
Two Bridges on Trust Patent Lands Portion - 257.0 ft.	.049	"
Total length of Project	19.041	"

Item	Portion on Deeded Lands	Portion on Trust Patent Lands
Part on which New Work is to be Done:		
Final Cost on Roadway	$ 11,405.19	$ 26,219.34
Federal Aid Paid on Roadway	6,043.52	23,689.29
Length of Roadwork, original	1.132 miles	3.007 miles
Length of Roadwork, revised	1.125 miles	2.993 miles
Cost per mile on original length	$ 10,075.26	$ 8,719.43
Cost per mile on revised length	$ 10,137.94	$ 8,760.22
Federal Aid paid per mile on original length	$ 5,338.79	$ 7,878.04
Federal Aid paid per mile on revised length	$ 5,372.01	$ 7,914.89
Final Cost on One Bridge		$ 2,111.75
Federal Aid paid on One Bridge		$ 1,896.40
Length of Bridges; Original length - 1 Br. - 57.0 ft.		.011 miles
Revised length - 2 Brs.-103.0 ft.	.008	.011 miles
Part on Which no Additional Work is to be Done:		
Final Cost on Roadway	$ 27,898.40	$105,365.65
Federal Aid Paid on Roadway	$ 14,783.13	$ 95,198.35
Length of Roadway	2.769 miles	12.084 miles
Cost per mile	$10,075.26	$ 8,719.43
Federal Aid paid per mile	$ 5,338.79	$ 7,878.04

EMERGENCY WORK - ROADWAY

Original Project: Sta. 1713+50 to Sta. 1972+17.8 (Revised Plans)

All Required		Clearing and Grubbing		$ 2,244.28
74,500	cu. yds.	Excavation, Single Classif.	$0.20	14,900.00
20,900	yd. sta.	Overhaul	0.01	209.00

2,000	yd. mi.	Truck Haul	$0.12	$ 240.00
30,700	cu. yds.	Selected Roadbed Topping	0.50	15,350.00
3,750	" "	Shooting Rock for Roadbed Topping	0.15	562.50
73,800	yd. mi.	Hauling Roadbed Topping	0.10	7,380.00
4,500	cu. yds.	Crushed Rock Surfacing	1.58	7,110.00
3,160	cu. yds.	Talus Shoulders	0.30	948.00
9,100	yd. mi.	Hauling Shoulder Material	0.10	910.00
1,150	cu. yds.	Filler	0.30	345.00
1,520	yd. mi.	Hauling Filler	0.12	182.40
380	M-Gals.	Sprinkling	1.50	570.00
1,150	cu. yds.	Salvaging Surfacing Materials	0.80	920.00
380	cu. yds.	Stockpile & Reload, Salv. Matls.	0.50	190.00
380	yd. mi.	Hauling Salv. Materials	0.10	38.00
600	lin. ft.	Salvaging Culvert Pipe	1.00	600.00
180	lin. ft.	18" Concrete Pipe	2.60	468.00
10	lin. ft.	36" Concrete Pipe	5.00	50.00
40	lin. ft.	12" Corr. Iron Pipe	1.00	40.00
130	lin. ft.	18" " " "	1.44	187.20
60	lin. ft.	24" Iron Flat Bottom Pipe	2.05	123.00
		Sub-total		$53,567.38
		10% Engr. & Cont.		5,356.73
				$58,924.11

Length of Reopened Roadwork:

Original length on Deeded Lands	1.132	miles
Revised " " " "	1.125	"
Original " " Trust Patent Lands	3.007	"
Revised " " " " "	2.993	"
Total original length	4.139	"
Total revised length	4.118	"

Cost per mile, new work $14,308.91

__Extension of Project: Sta. 1932+17.8 to Sta. 1942+00__

All Required		Clearing and Grubbing		$ 101.34
2,500	cu. yds.	Excavation, Single Classif.	$0.20	500.00
180	yd. sta.	Overhaul	0.01	1.80
1,300	cu. yds.	Selected Roadbed Topping	0.50	650.00
150	cu. yds.	Shooting Rock for Roadbed Topping	0.15	22.50
3,200	yd. mi.	Hauling Roadbed Topping	0.10	320.00
200	cu. yds.	Crushed Rock Surfacing	1.58	316.00
140	cu. yds.	Talus Shoulders	0.30	42.00
400	yd. mi.	Hauling Shoulder Material	0.10	40.00
50	cu. yds.	Filler	0.30	15.00
80	yd. mi.	Filler Haul	0.12	9.60
20	M.-Gal.	Sprinkling	1.50	30.00
50	cu. yds.	Salvaging Surfacing Matls.	0.80	40.00

20	cu. yds.	Stockpile & Reload Salv. Matls.	$0.50	$ 10.00
20	yd. mi.	Hauling Salv. Materials	0.10	2.00
60	lin. ft.	18" Concrete Pipe	2.60	156.00
		Sub-total		$2,255.44
		10% Engr. & Cont.		225.54
		Total...........		$2,480.98

Length 0.186 miles
Cost per mile $13,338.60

EMERGENCY WORK - BRIDGE

Crooked Creek Bridge

400	lin. ft.	Creosoted Piling	$1.10	$ 440.00
12	M-FBM	Creosoted Lumber	71.00	852.00
35	cu. yds.	Class "B" Concrete	19.50	682.50
7,800	lbs.	Metal Reinforcement	.0525	409.50
102	lin. ft.	Composite Handrail	3.00	306.00
		Sub-total		$2,690.00
		10% Engr. & Cont.		269.00
		Total...........		$2,959.00

Length of Bridge 46.0 ft. .008 miles

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway:			
Reopened Portion	$ 58,924.11	$17,677.23 (30%)	$41,246.88
Extension	2,480.98	744.29 (30%)	1,736.69
	$ 61,405.09	$18,421.52	$42,983.57
Bridge:			
Crooked Creek Bridge	$ 2,959.00	$ 1,065.24 (36%)	$ 1,893.76
	$ 64,364.09	$19,486.76	$44,877.33

State Funds for Construction: Chapter 175, Laws 1917: Chapter 31, Laws 1920
State Funds for Maintenance: Chapter 41, Laws 1927

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. E- 185-A

POST OFFICE BUILDING
PORTLAND, OREG.

March 23, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer.

Encl.

Hrp, 14274

Form P. R. 2

State Oregon

Project No. E-185, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of February, 1933 by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 7th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of November, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, seven hundred fifty-four and 76/100 dollars ($4,754.76) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 476+00 at intersection of Fourth Street and Klamath Street in Fort Klamath, and survey station 540+10.6 in the S.W.¼, Sec. 23, T. 33 S., R. 7½ E., W.M., (excepting therefrom the bridge between survey stations 485+76.3 and 486+43.4), , length 1.201 miles, in Klamath County, being Section A of Oregon Federal Aid project No. E-185, consisting of 1.201 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~[illegible]~~ locally as the Fort Klamath section of the Crater Lake Highway, between official control points South Boundary Crater Lake National Park and Fort Klamath.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

(c) It is hereby mutually agreed that no payment of Federal funds will be made under this agreement unless and until the right of way for its location across Indian Reservation lands has been obtained from the Indian Office.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of four thousand, seven hundred fifty-four and 76/100 dollars ($ 4,754.76), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, eight hundred forty-nine and 21/100 dollars ($ 15,849.21), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

FEB 15 [illegible] 8 30 AM

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ..A.. of said project shall not in any event exceed the sum of four thousand, seven hundred fifty-four and 76/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112a

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13th day of March, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

C. F. Marvin
Acting *Secretary of Agriculture.*

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-185-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 15,849.21 as the total estimated cost of said project, and the sum of $ 4,754.76 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 13th day of March one thousand nine hundred and Thirty-three

C F Marvin
Acting *Secretary of Agriculture.*

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon E-83

March 23, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A.H. Benedict
A. H. Benedict
Asst. Highway Engineer

Encl.

Agr 14272

Form P. R. 2

State Oregon

Project No. E-83

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 13th day of February, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 25th day of July, 1932, a project statement, which was approved by the Secretary on the 10th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for [illegible] said project which were recommended for approval by the United States District Engineer on the 15th day of November, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, four hundred twenty-one and 52/100 dollars ($18,421.52) as the share of the United States payable under said act on account of [illegible] said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1713+50 in the NE¼, Sec.13, T 34 S, R 7-1/2 E and survey station 1942+00 in the NW¼ Sec.23, T 33 S, R 7-1/2 E (excepting therefrom the bridges between survey station 1720+90 and 1721+28 and survey stations 1881+40 and 1881+97)

, length 4.305 miles, in Klamath County, being ~~Section of~~ Oregon Federal Aid project No. E-83, consisting of 4.305 miles of roadway and no bridges, ~~each of more than 20 feet clear span, of miles in length~~ known locally as the Fort Klamath-Crooked Creek Section of the Dalles-California Highway between official control points Fort Klamath and Klamath Falls.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that within one year after completion of the improvement contemplated undef this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

(c) Tt is mutually agreed that the new structure between survey stations 1730+90 and 1731+28 not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(d) It is hereby mutually agreed that no payment of Federal funds will be made under this agreement unless and until the right-of-way for its location across Indian Reservation lands has been obtained from the Indian Office.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of eighteen thousand, four hundred twenty-one and 52/100 dollars ($ 18,421.52), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-one thousand, four hundred five and 09/100 dollars ($ 61,405.09), the approved total estimated cost of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of March, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

C F Marvin
Acting *Secretary of Agriculture.*

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-83, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 61,405.09 as the total estimated cost of said project, and the sum of $ 18,421.52 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of March one thousand nine hundred and Thirty-three

C. F. Marvin
Acting Secretary of Agriculture.

Aws

U. S. GOVERNMENT PRINTING OFFICE [illegible] 8—1929

FORM 5-A-1 6726 7500 12-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

185-a

March 21, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Robert Gould,
Resident Engineer,
Ft. Klamath, Ore.

Dear Sir:

The bill of the California-Oregon Power Company in the amount of $503.40, for moving their pole line on the Ft. Klamath-Crooked Creek Section has been received. This bill should have been charged to 18 FR Account 505, instead of 552, and has been so changed in this office. Please correct your records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

NOTED
Construction Engineer

CC to
R.H. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of five proposal forms and two sets of plans for the bridge over Crooked Creek, Oregon Emergency Construction Highway Project E-83-A.

These plans meet with our approval. Will you please furnish the additional three sets required to complete our files. We have not received the estimate of cost for this structure.

It is noted that the stationing on the grading plans does not agree with that on the bridge plans. The grading plan should be revised and prints furnished this office.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Tracing plans + Estimate were
Sent March 7 1933. for appl — [illegible]
additional plans today 3-11-33

RECEIVED
MAR 11 1933
OREGON

83a

March 7, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Crooked Creek Bridge, Emergency Project No. E-83-A. Under separate cover, we are sending five blueprint copies of sheets Nos. 2 and 3 of the plans, which sheets have been revised.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Proj. No. E-83-A

FORT KLAMATH-CROOKED CREEK UNIT OF THE FORT KLAMATH-LAMMS MILL SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate with plans for Crooked Creek Bridge. Not as basis for modified agreement)

(Estimate as basis for modified agreement [illegible] [illegible])

Salem, Oregon, March 7, 1933

April 1 1933

STATEMENT OF COMPLETED WORK

Portion of Project thru Deeded Lands:

Agreement Estimate	$30,968.82
Overruns	5,163.87
Engineering and Contingencies (prorated)	3,170.90
Total Actual Cost	$39,303.59

Portion of Project thru Trust Patent Lands:

Roadway:

Agreement Estimate	$108,079.68
Overruns	12,889.40
Engineering and Contingencies (prorated)	10,615.91
Total Actual Cost	$131,584.99
Total Cost of Roadwork	$170,888.58

Trestle Sta. 1881:

Agreement Estimate	$ 1,724.00
Overruns	275.36
Engineering	112.37
	$ 2,111.73

Total Cost on which Federal Aid was Computed:

Roadway on Deeded Lands Portion	$ 34,065.70
Roadway on Trust Patent Lands Portion	118,887.64
Total, Roadway	$152,953.34
One Bridge on Trust Patent Lands Portion	1,896.40
Total, All Work	$154,849.74

Federal Aid Paid:

Roadway on Deeded Lands Portion......................	$ 20,826.65
Roadway on Trust Patent Lands Portion	118,887.64
Total, Roadway......................	$139,714.29
Bridge on Trust Patent Lands Portion...............	1,896.40
	$141,610.69

Length of Project:

Roadway on Deeded Lands Portion	3.901	miles
Roadway on Trust Patent Lands Portion	15.091	miles
Total Roadway	18.992	"
Two Bridges on Trust Patent Lands Portion - 257.0 ft.	.049	"
Total length of Project	19.041	"

Item		Portion on Deeded Lands	Portion on Trust Patent Lands
Part on which New Work is to be done:			
Final Cost on Roadway		$ 11,405.19	$ 26,219.34
Federal Aid paid on Roadway		6,043.52	23,689.29
Length of Roadwork, original		1.132 miles	3.007 miles
Length of Roadwork, revised		1.125 miles	2.993 miles
Cost per mile on original length		$ 10,075.26	$ 8,719.43
Cost per mile on revised length		$ 10,137.94	$ 8,760.22
Federal Aid paid per mile on original length		$ 5,338.79	$ 7,878.04
Federal Aid paid per mile on revised length		$ 5,372.01	$ 7,914.89
Final Cost on One Bridge			$ 2,111.75
Federal Aid paid on One Bridge			$ 1,896.40
Length of Bridges; Original Length - 1 Br. - 57.0 ft.			.011 miles
	Revised length - 2 Brs.- 103.0 ft.	.008	.011 miles
Part on Which no Additional Work is to be Done			
Final Cost on Roadway		$ 27,898.40	$105,365.65
Federal Aid Paid on Roadway		$ 14,783.13	$ 95,198.35
Length of Roadway		2.769 miles	12.084 miles
Cost per mile		$ 10,075.26	$ 8,719.43
Federal Aid paid per mile		$ 5,338.79	$ 7,878.04

EMERGENCY WORK - ROADWAY

Original Project: Sta. 1713+50 to Sta. 1932+17.8 (Revised Plans)

All Required	Clearing and Grubbing		$ 2,244.28
74,500 cu. yds.	Excavation, Single Classif.	$ 0.20	14,900.00
20,900 yd. sta.	Overhaul	0.01	209.00

2,000	yd. mi.	Truck Haul	$0.12	$ 240.00
30,700	cu. yds.	Selected Roadbed Topping	0.50	15,350.00
3,750	" "	Shooting Rock for Roadbed Topping	0.15	562.50
73,800	yd. mi.	Hauling Roadbed Topping	0.10	7,380.00
4,500	cu. yds.	Crushed Rock Surfacing	1.58	7,110.00
3,160	cu. yds.	Talus Shoulders	0.30	948.00
9,100	yd. mi.	Hauling Shoulder Material	0.10	910.00
1,150	cu. yds.	Filler	0.30	345.00
1,520	yd. mi.	Hauling Filler	0.12	182.40
380	M-Gals.	Sprinkling	1.50	570.00
1,150	cu. yds.	Salvaging Surfacing Materials	0.80	920.00
380	cu. yds.	Stockpile & Reload. Salv. Matls.	0.50	190.00
380	yd. mi.	Hauling Salv. Materials	0.10	38.00
600	lin. ft.	Salvaging Culvert Pipe	1.00	600.00
180	lin. ft.	18" Concrete Pipe	2.60	468.00
10	lin. ft.	36" Concrete Pipe	5.00	50.00
40	lin. ft.	12" Corr. Iron Pipe	1.00	40.00
130	lin. ft.	18" " " "	1.44	187.20
60	lin. ft.	24" Iron Flat Bottom Pipe	2.05	123.00
		Sub-total		$53,567.38
		10% Engr. & Cont.		5,356.73
				$58,924.11

Length of Reopened Roadwork:

Original length on Deeded Lands	1.132	miles
Revised " " " "	1.125	"
Original " " Trust Patent Lands	3.007	"
Revised " " " " "	2.993	"
Total original length	4.139	"
Total revised length	4.118	"

Cost per mile, new work $ 14,308.91

Extension of Project: Sta. 1932+17.8 to Sta. 1942+00

All Required		Clearing and Grubbing		$ 101.34
2,500	cu. yds.	Excavation, Single Classif.	0.20	500.00
100	yd. sta.	Overhaul	0.01	1.00
1,300	cu. yds.	Selected Roadbed Topping	0.50	650.00
150	cu. yds.	Shooting Rock for Roadbed Topping	0.15	22.50
3,200	yd. mi.	Hauling Roadbed Topping	0.10	320.00
200	cu. yds.	Crushed Rock Surfacing	1.58	316.00
140	cu. yds.	Talus Shoulders	0.30	42.00
400	yd. mi.	Hauling Shoulder Material	0.10	40.00
50	cu. yds.	Filler	0.30	15.00
80	yd. mi.	Filler Haul	0.12	9.60
20	M-Gal.	Sprinkling	1.50	30.00
50	cu. yds.	Salvaging Surfacing Matls.	0.80	40.00

20	cu. yds.	Stockpile & Reload Salv. Matls.	$0.50	$10.00
20	yd. mi.	Hauling Salv. Materials	0.10	2.00
60	lin. ft.	18" Concrete Pipe	2.60	156.00
		Sub-total		$2,255.44
		10% Engr. & Cont.		225.54
		Total............		$2,480.98

Length 0.186 miles
Cost per mile $13,338.60

EMERGENCY WORK - BRIDGE

Crooked Creek Bridge

400	lin. ft.	Creosoted Piling	$1.00	$ 400.00
12	M-FBM	Creosoted Lumber	85.00	1,020.00
35	cu. yds.	Class "D" Concrete	20.00	700.00
7,800	lbs.	Metal Reinforcement	0.05	390.00
102	lin. ft.	Composite Handrail	3.00	306.00
		Sub-total		$2,816.00
		10% Engr. & Cont.		281.60
		Total................		$3,097.60

Length of Bridge 46.0 ft. .008 miles

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Roadway:			
Reopened Portion	$58,924.11	$17,677.23 (30%)	$41,246.88
Extension	2,480.98	744.29 (30%)	1,736.69
	$61,405.09	$18,421.52	$42,983.57
Bridge:			
Crooked Creek Br.	$ 3,097.60	$ 1,115.13 (36%)	$ 1,982.47
	$ 64,502.69	$19,536.65	4,966.04

FORM 5-A-1 2700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

155-A

OREGON STATE HIGHWAY COMMISSION
SALEM

March 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

C. T. Malcolm & S. H. Newell,
Contractors,
Board of Trade Bldg.,
Portland, Ore.

Gentlemen:

I am enclosing Price Agreement for the change in Talus Topping on the Ft. Klamath-Crooked Creek Section of the Crater Lake and Dalles-California Highway.

The Bureau of Public Roads has expressed their acquiescence in substituting crushed rock for Talus in the selected roadbed topping.

Please sign all five copies and return immediately so that the work can be gotten under way.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock ✓
K. D. Lytle

NOTED
State Highway Engineer

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

115-a

OREGON STATE HIGHWAY COMMISSION

SALEM

February 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

G. T. Malcolm & S. H. Newell & Co.,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are authorized to suspend grading operations on the Fort Klamath-Crooked Creek section until the heavy snowfall has melted. It will be necessary for you to so organize your job during the spring months in order that it can be completed within the time limit, as no authority has been received to extend the time limit.

Arrangements are being made for an inspection by the Bureau of Public Roads next week, to consider your requested changes in topping specifications. After this has been passed upon, I would suggest that you complete your quarry installation during the winter months.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. SMITH
Construction Engineer.

HGS:ZR

cc Mr. R. H. Baldock ✓

FORM 5-A-1 6788 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Attention - Mr. T. M. Davis.

Dear Sir:

I am attaching a Price Agreement for the Ft.Klamath-Crooked Creek Regrading and Surfacing to cover changes in the Selected Roadbed Topping as requested by the Contractor.

While the quarry is composed of laminated rock which so far has not shot fine enough for satisfactory roadbed topping as the laminations do not break apart upon shooting as anticipated, therefore the contractors feel that by permitting them to secure their maintenance material from the same operation that they can afford to crush the entire product. This without doubt will give us a crushed rock road at practically the same price as we would secure if the road were built from talus topping augmented by pitrun material. There is little question in my mind but that we can follow the original specifications and build a satisfactory job as originally outlined, but here is an opportunity to secure a much superior product at a very little increase due to the necessity of shooting the entire product than we would pay for the talus topping.

No one can dispute that under the modification we are securing a crushed rock roadbed at a very material reduction in price than had these specifications called for crushed rock originally. It would seem therefore that there is no legitimate reason to deny the contractor the privilege of crushing by this method if he prefers.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R.H. Baldock

PLEASE RETURN THIS PRICE AGREEMENT.

185-a

February 2, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of January 31st, you request that we submit a statement in regard to the nature and extent of the improvement to be made on the Ft. Klamath-Crooked Creek Section of The Dalles-California Highway (F. A. Project 1-83), together with reasons necessitating or justifying the improvement.

The section of highway concerned was graded and surfaced with crushed rock in 1922 and 1923. The roadbed was 22 feet in width. The surfacing had a top width of 12 feet and a bottom width of 16 feet. The thickness of the surfacing was 8 inches, loose measure.

The surfacing was maintained as a dry macadam from 1923 to 1927, and during that time much of the original thickness of crushed rock was worn away. In 1927, what remained of the surfacing was given a surface treatment of oil.

The country through which the project extends is a flat, low and poorly drained area, subject to heavy winter freezing, and the new grade was constructed only very little above the ground level. As a result of these conditions, the light surfacing has broken up each spring and has been in very poor condition during the months of March, April and part of May. Reoiling has been necessary each year. Maintenance costs have been excessive, and the condition of the road has been unsatisfactory much of the time.

A condition such as described above cannot, of course, be continued indefinitely, and as our experience with similar conditions elsewhere indicated that the best and most economical method of handling the situation was to apply a heavy stabilizing course of gravel or broken rock, and to provide better side ditch drainage, a decision was made to proceed in that manner. The project which is now underway is the outcome of that decision.

The thickness of the stabilizing course is 11 inches at center and 9 inches at the edges. The course is being placed on top of the existing surfacing, and it extends over the entire top width of the roadbed. As it would have been folly to have added the stabilizing course without modernizing the road with respect to width, alignment and grade, the roadbed is being widened to a top width of 34 feet, the curves are being flattened and the grades are being made more uniform.

The stabilizing course is being topped with a two and one-half inch thickness of crushed rock surfacing, and when that surfacing is in place, an oil mat wearing surface 1-1/8 inches in thickness will be added. This type of surfacing founded on the heavy stabilizing course will be adequate for the traffic carried by this section of highway for many years.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
FEB 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

January 31, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Emerg.Construc.Hwy.Proj. E-83

We are forwarding herewith three copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of detail estimate upon which the project agreement was based, together with approved specifications.

When plans, specifications and estimates are submitted for a project involving the reconstruction of a former Federal-aid project, they should be accompanied by a statement describing the nature and extent of the contemplated improvement, together with reasons necessitating or justifying such action. Federal aid may not be allotted to such a project unless it can be shown that the previous Federal-aid improvement with proper maintenance is inadequate for traffic. In cases where the original Federal-aid improvement provided low or intermediate type surfacing, the reopening must provide a higher type. Sometimes it is sound policy to handle the additional work by stage construction, but in all cases the ultimate improvement should be definitely stated and the final stage should be completed as rapidly as physical conditions permit. Will you please submit the information required for this project?

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

Graded and surfaced
Crushed rock in 1922-1923
Surfacing 16 ft. x 8'

Encls.

RECEIVED
FEB 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

January 31, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- **Re: Oregon Emerg. Construc. Hwy. Proj. E-53**

We are forwarding herewith three copies of proposed project agreement for signature and return to this office.

Inclosed also is an approved copy of detail estimate upon which the project agreement was based, together with approved specifications.

When plans, specifications and estimates are submitted for a project involving the reconstruction of a former Federal-aid project, they should be accompanied by a statement describing the nature and extent of the contemplated improvement, together with reasons necessitating or justifying such action. Federal aid may not be allotted to such a project unless it can be shown that the previous Federal-aid improvement with proper maintenance is inadequate for traffic. In cases where the original Federal-aid improvement provided low or intermediate type surfacing, the reopening must provide a higher type. Sometimes it is sound policy to handle the additional work by stage construction, but in all cases the ultimate improvement should be definitely stated and the final stage should be completed as rapidly as physical conditions permit. Will you please submit the information required for this project?

Very truly yours,

W. H. LYNCH
District Engineer.

[illegible]

Encls.

OREGON STATE HIGHWAY COMMISSION
Salem

October 28, 1932

TO PROSPECTIVE BIDDERS FOR PROJECTS TO BE LET ON NOVEMBER 2nd:

In order that the State may be in a position to protect itself in the event a large amount of emergency relief work should remain uncompleted on June 30, 1933, the accompanying provision headed, "Right of Highway Commission to Terminate Contract", will be made a part of the contract for each of the following projects for which bids are to be received on November 2, 1932.

1. Humbug Mtn.-Ranger Station, regrading.
2. Flowers Gulch-Long Creek, grading.
3. ✓ Ft. Klamath-Crooked Creek, grading and resurfacing.
4. Odell Lake-Walker Mtn., grading.
5. Manzanita Section, grading.
6. Tillamook County Line-Sunset Camp, grading.
7. Newberg-McMinnville, regrading.

This letter constitutes official notice to you of the change in contract provisions to which it refers, and any bid that you may submit for the projects listed shall be understood to have been figured accordingly.

Very truly yours,

R. H. BALDOCK,

State Highway Engineer.

RIGHT OF HIGHWAY COMMISSION

TO TERMINATE CONTRACT

It is specifically understood and agreed that a large proportion of the funds with which the work to be done under this contract is planned to be paid for, are funds made available to the State of Oregon by the United States Government under the congressional act entitled "Emergency Relief and Construction Act of 1932". These funds will not be available to the State for any work performed after June 30, 1933, however, and therefore any work performed after that date must be paid for in large part with funds not yet allotted to the project, and there is no assurance that any such other funds will be available for the purpose.

Therefore, it is expressly understood and agreed that the State, at its option, may on or after the 30th day of June, 1933, terminate this contract as to that portion or part of the work not then accomplished, in which event the contractor shall be entitled to receive compensation for only the amount of work done or completed up to the date of termination less deductions for penalties or charges made under this agreement for non-completion within the time fixed herein, and no claim shall be made by the contractor, and none shall be allowed, for anticipated profits or damages or loss, or at all, occurring or arising on account of or occasioned by the termination of said agreement.

Should the State elect to terminate this contract as herein provided, notice of such intention shall be given the contractor thirty days prior to the date on which said contract is to be terminated. After being so notified, the contractor shall not, without the written consent of the Engineer, commence any new work which cannot be completed prior to the date upon which said contract is to be terminated. Upon termination of the contract, the contractor shall clean up all debris, remove all equipment, dispose of all materials and supplies, and leave the job in a condition satisfactory to the Engineer.

In the event that the State does not elect to terminate this contract as herein provided, but permits the contractor to finish the job, the provisions of this contract with respect to damages for non-completion within the time fixed in the contract shall be in force.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 28, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:- Re: Oregon Em.Constr.Hwy.Project No. E-185-A

The project agreement for this work has been prepared, and this document, in triplicate, is enclosed herewith for signature and return to this office.

Portions of the project appear to be situated in Indian Reservation Lands, but we have no evidence that rights of way have been granted by the Secretary of the Interior. A clause has been incorporated in the project agreement stipulating that no payment of Federal funds will be made until such rights of way have been secured.

Enclosed also is an approved copy of detail estimate upon which the project agreement was based, together with approved specifications.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

Encls.

RECEIVED
JAN 30 1933
OREGON
STATE HIGHWAY COMMISSION

FK 125

Division Engineer's Estimate of Cost

Fort Klamath-Crooked Creek Project

Crater Lake & The Dalles-California Highways

Clearing and Grubbing	All				$1,000.00
Excavation, Single Classification	90,000	cu. yds.	@	$0.17	15,300.00
Overhaul	25,000	sta.yds.	@	.02	500.00
Truck Haul	3,000	yd. mi.	@	.12	360.00
Selected Roadbed Topping	41,500	cu.yds.	@	.40	16,600.00
Shooting Rock for Roadbed Topping	5,000	cu. yds.	@	.10	500.00
Hauling Roadbed Topping	100,000	yd. mi.	@	.10	1,000.00
Crushed Rock Surfacing	6,000	cu. yds.	@	1.40	8,400.00
Talus Shoulders	4,200	cu. yds.	@	.30	1,260.00
Hauling Shoulder Material	15,500	yd. mi.	@	.10	1,550.00
Filler	1,500	cu. yds.	@	.25	375.00
Hauling Filler	2,000	yd. mi.	@	.12	240.00
Sprinkling	500	M. Gals.	@	1.10	550.00
Salvaging Surfacing Materials	1,500	cu. yds.	@	.60	900.00
Stockpiling & Reloading Salvaged Matls.	500	cu. yds.	@	.40	200.00
Hauling Salvaged Materials	500	yd. mi.	@	.12	60.00
1½"-3/4" Crushed Rock in Stockpile	3,200	cu. yds.	@	1.20	3,840.00
3/4" - ½" Crushed Rock in Stockpile	4,800	cu. yds.	@	1.25	6,000.00
½" - ¼" Crushed Rock in Stockpile	6,250	cu. yds.	@	1.30	8,125.00
Salvaging Culvert Pipe	680	lin.ft.	@	.60	408.00
12" Concrete Pipe	90	lin. ft.	@	1.00	90.00
18" Concrete Pipe	260	lin. ft.	@	2.10	546.00
36" Concrete Pipe	10	lin. ft.	@	5.00	50.00
12" Corrugated Iron Pipe	40	lin. ft.	@	1.00	40.00
18" Corrugated Iron Pipe	130	lin. ft.	@	2.00	260.00
24" Corrugated Iron Flat Bottom Pipe	60	lin. ft.	@	2.50	150.00
				Total	$68,304.00
		Engineering and Contingencies			6,830.00
					$75,134.00

7

NOTED

RECEIVED
OCT 27 1932

HR 83

December 27, 1932

G. T. Malcom & S. H. Newell & Co.,
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you, under separate cover, for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the regrading and surfacing of the Fort Klamath-Crooked Creek Section of the Crater Lake and Dalles-California Highways in Klamath County.

Very truly yours

Secretary

AJ

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Ft. Klamath Section, Project No. E-183-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

C. B. Probert,
Office Engineer.

Dict. by J. W. Nash/EL.

Encl.

Oregon State Highway Department.

Emerg. Constr. Hwy.
Proj. No. E-185-A.

FORT KLAMATH SECTION OF THE CRATER LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 19, 1932.

All Required		Clearing and Grubbing		$ 654.38
13,000	cu. yds.	Excavation, Single Classif.	$ 0.20	2,600.00
4,000	yd. sta.	Overhaul	0.01	40.00
1,000	yd. mi.	Truck Haul	0.12	120.00
9,500	cu. yds.	Selected Roadbed Topping	0.50	4,750.00
1,100	cu. yds.	Shooting Rock for Roadbed Topping	0.15	165.00
23,000	yd. mi.	Hauling Roadbed Topping	0.10	2,300.00
1,300	cu. yds.	Crushed Rock Surfacing	1.58	2,054.00
900	cu. yds.	Talus Shoulders	0.30	270.00
6,000	yd. mi.	Hauling Shoulder Materials	0.10	600.00
300	cu. yds.	Filler	0.30	90.00
400	yd. mi.	Hauling Filler	0.12	48.00
100	M-Gal.	Sprinkling	1.50	150.00
300	cu. yds.	Salvaging Surfacing Materials	0.80	240.00
100	cu. yds.	Stockpiling & Reloading Salv. Materials	0.50	50.00
100	yd. mi.	Hauling Salv. Matls.	0.10	10.00
80	lin. ft.	Salvaging Culvert Pipe	1.00	80.00
90	lin. ft.	12" Concrete Pipe	1.50	135.00
20	lin. ft.	18" Concrete Pipe	2.60	52.00

Sub-total	$ 14,408.38
10% Engr. & Cont.	1,440.83
Total.......	$ 15,849.21

Length of Roadway		1.201 miles
" " Wood River Br.	67.1 ft.	.012 miles
Total length		1.213 miles
Cost per mile	$13,196.67	

Regular Federal Aid Funds Requested	$ 4,754.76 (30%)
Emerg. Constr. Hwy. Funds Requested	11,094.45
	$15,849.21

State funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.

" " " Maint.: Chap. 41, laws 1927.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon Emergency Construction Highway Project E-185-A, ~~Fort~~ Klamath section of the Crater Lake Highway, to C. T. Malcom & S. H. Newell & Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
NOV 28 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 15, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon Emergency Construction Highway Project E-83-A, Fort Klamath-Crooked Creek section of the Dalles-California Highway, to C. T. Malcom & S.H.Newell & Co., Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
NOV 23 1932
OREGON
STATE HIGHWAY COMMISSION

FORM S-A-1 5063 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

YA / 3

December 15, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. R. Lytle,
Division Engineer,
Bend, Ore.

Dear Sir:

Regarding the request of the contractor on the Ft. Klamath-Crooked Creek Section that he be allowed to load the entire quarry run rock with a shovel and produce gravel topping and surfacing rock simultaneously, beg to advise that this request cannot be granted.

The Bureau Specifications are very definite that the surfacing rock must be loaded by hand and we were satisfied from the results obtained on the Redmond-Terrebonne Section that an adequate ~~gravel~~ topping could be produced by quarry-run methods. Therefore there is no particular reason to desire crushed rock in the gravel topping. In fact if your theory was correct on the Redmond-Terrebonne Section it would not be as desirable as hand placed quarry-run rock; but waiving this argument it would be impossible to get consent to load the surfacing rock with a shovel no matter how advantageous a deal we could make, as the contractors on any job would make us a material reduction in price for this favor.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock ✓

FORM 2-C-1 4502 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

83-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
BEND, OREGON

December 14, 1932

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir: Attention: Mr. H. G. Smith.

Mr. Malcoln who is building the Fort Klamath-Crooked Creek Section, interviewed me regarding the production of the "Selected Roadbed Topping".

His plan, if approved by the department, is to set up a large crusher and crush this material. During this crushing the smaller stone would be sized and used as surfacing rock and maintenance materials. The question regarding this plan was as to whether or not the B. P. R. would approve of his loading the materials into the crusher with a power shovel. There is no question in my mind as to the loading of the topping with a shovel, but the specifications plainly state that the surfacing materials shall be loaded into the hoppers by team or hand methods, but when the two operations are combined, I am at a loss as to what stand the B. P. R. would take.

If the plan outlined was followed, the contractor would expect to continue using the power shovel to load with after the topping was all out, and in case the surfacing materials had not all been crushed at that time.

His argument for this plan is that the work involved in crushing both the topping and surfacing materials, would about equal that required to load the topping with a shovel and not crush it, plus the handling of the surfacing materials by hand methods. The quantities involved being 41,500 C. Y. topping and 21,000 C. Y. surfacing rock.

From the stand point of securing a better grade of topping materials by the crushing method, it would be much better for us to allow them to follow the methods they have outlined.

From the labor standpoint I think that probably the work, if done in accordance with the specifications, would produce more work, but the difference would not be great.

Mr. R. H. Baldock. December 14, 1932

Will you please advise me regarding this matter at your early conveniance, as I would like to get the contractor started on this work as soon as possible, so as to avoid any over run in time.

Yours very truly,

K. D. Lytle,
Division Engineer.

kdl/e
cc Mr. R. B. Gould.

9112

RECEIVED
DEC 12 1932
OREGON
STATE HIGHWAY COMMISSION

Form 39—F-21635—5M—5-31

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date December 4, 1932.

Job name Fort Klamath-Crooked Creek Constr *Week from* Nov. 27 *to* Dec. 3.

Mail address Fort Klamath, Ore.

Highway Dalles-Calif. & Crater Lake. *Telegraph or telephone address* do

County Klamath *Job prefix* 18-PR. *Express and freight address* do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Contractors Newell and Malcom started moving equipment in on Novemberv 27th. Started moving material November 30th with dragline. Probable output of this machine about 800 yards per shift. Have clearing crew of seven men at work.

All unskilled labor has been assigned to the work from the Klamath County Relief Committee.

Authority to the Superintendent of the Klamath Indian Agency to negotiate with Indian allotees for right-of-way was received Tuesday, November 29th by wire from Washington. Results have already been obtained on the Indian lands and several fences are already moved or being moved on this land. No probable delay will be caused the contractor be any right-of-way matters, from all present indications.

The California Oregon Power Company and West Coast Telephone Co., have both been notified that fences are set back and right-of-way matters settled to the point of justifying their starting setting pole lines back. Both companies report that they will be on the ground at once.

Cross-sectioning by field party has been completed excepting about one quarter mile.

Had extended conference with Mr. Malcomb relative to the choice of quarries and other matters related to production of rock for surfacing and for roadbed topping. Advised him of the necessity of using the short haul (southerly) quarry site for any materials required to be shot on which haul would be paid for.

RECEIVED
DEC 12 1932

(See back of this sheet for instructions and detailed information)

Signed

Title Res. Engr.

GRADING CONSTRUCTION

Total miles of grading in project 5.54

Miles completed 0.0

Miles completed except finishing 0.2

Total cubic yards in project 135000 Grading & Topping.

Cubic yards moved to date 2500

Miles covered by contractor's forces 2

Miles cross-sectioned 5.25

Miles cross-sections completed and checked 0.5

Miles to be remeasured x

Number men in Engineering Party 7

Contractor's average force for week 10 *men,*

0 *teams,* 1 dragline *st*[illegible]

Grading work will be completed about x

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ...

Miles completed ...

Miles partially done ...

Total cubic yards in project ...

Cubic yards produced to date ...

Average daily yardage produced this week ...

Average daily yardage necessary to complete on time ...

Contractor's average force for week ... *men,*

... *teams,* ... *trucks*

Project will be completed about ...

Number of men in Engineering Party ...

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineer or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ...

Miles of preliminary staked ...

Miles of location staked ...

Per cent of field work complete ...

Per cent of office work complete ...

Number of days worked on this project ...

Number of men in party ...

Salary expense this week ...

All other expense this week ...

Previous total expenditure this survey ...

Total expenditure including this week ...

Survey will be completed about ...

Completed survey will cost about ...

Per mile cost of survey will be about ...

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ...

Miles paving completed ...

Total square yards in project ...

Square yards completed to date ...

Average daily square yards this week ...

Miles shoulders completed both sides ...

Contractor's average force for week ... *men,*

... *teams,* ... *trucks*

Job will be completed about ...

Number of men in Engineering Party ...

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* ... *Percentage* 100
2. ... *Percentage* ...
3. ... *Percentage* ...
4. ... *Percentage* ...

Form 50—2682—3M—1-32.

RECEIVED
DEC 6 1932
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date November 27 1932., 193

Job name Fort Klamath-Crooked Creek Construction. Week from Nov. 20 to Nov. 26

Mail address Fort Klamath, Ore.

Highway Dalles-California

Telegraph or telephone address do

County Klamath Job prefix 83

Express and freight address do

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Entire party on this project for entire week. Continuing cross-sectioning, same being 65% completed.

Located boundaries of southerly quarry site. Same appears to be partially on Indian tribal land and partially on Indian allotment. Indian service on request has applied to Washington for permission to handle the matter of the portion of the quarry site which is on tribal land without submitting same to the Indian Tribal Council, this in order to expedite and simplify action on same.

Acquisition of right of way continues and is satisfactory, except in two cases. Have communicated with all absentee owners (three only) of which two are owners of single town lots in Fort Klamath. One only has been contacted. All absentee owners are on the Fort Klamath end of the job, which will be the last portion constructed.

The Indian service has applied to Washington for authority to make settlement for right-of-way on individual Indian allotment land, which item will be taken care of directly through their department. All assistance possible is being given by the Indian service.

NOTED
H. G. SMITH

RECEIVED
DEC 6 - 1932
[illegible]

NOTED
H. G. SMITH

(See back of this sheet for instructions and detailed information)

Signed Robert B. [illegible]

Title Resident Engineer.

GRADING CONSTRUCTION

Total miles of grading in project 5.54 miles

Miles completed 0.00

Miles completed except finishing 0.00

Total cubic yards in project 135,000 grading & rock topping

Cubic yards moved to date ....

Miles covered by contractor's forces 0.00 0.00

Miles cross-sectioned 5.5

Miles cross-sections completed and checked 0

Miles to be measured all

Number men in Engineering Party 7

Contractor's average force for week 0 *men,*

0 *teams,* 0 *steam shovels*

Grading work will be completed about x

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

November 22, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Ft. Klamath-Crooked Creek Unit of the Ft. Klamath-Lamms Mill Section, Project No. E-83-A.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Encl.

Oregon State Highway Department.

Emerg. Constr. Hwy.
Proj. No. E-83-A.

FORT KLAMATH-CROOKED CREEK UNIT OF THE FORT KLAMATH-LAMMS MILL SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon. November 21, 1932.

STATEMENT OF COMPLETED WORK

Portion of Project thru Deeded Lands:

Agreement Estimate	$ 30,968.82
Overruns	5,163.87
Engineering and Contingencies (prorated)	3,170.90
Total Actual Cost..........	$ 39,303.59

Portion of Project thru Trust Patent Lands:

Roadway:

Agreement Estimate	$108,079.68
Overruns	12,889.40
Engineering and Contingencies (prorated)	10,615.91
Total Actual Cost..........	$131,584.99
Total Cost of Roadwork....	$170,888.58

Trestle Sta. 1881:

Agreement Estimate	$ 1,724.00
Overruns	275.38
Engineering	112.37
	$ 2,111.75

Total Cost on which Federal Aid was Computed:

Roadway on Deeded Lands Portion	$ 34,065.70
" " Trust Patent Lands Portion	118,887.64
Total, Roadway	$152,953.34
One Bridge on Trust Patent Lands Portion	1,896.40
Total, All Work	$154,849.74

Federal Aid Paid:

Roadway on Deeded Lands Portion	$ 20,826.65
" " Trust Patent Lands Portion	118,887.64
Total, Roadway	$139,714.29
Bridge on Trust Patent Lands Portion	1,896.40
	$141,610.69

Length of Project:

Roadway on Deeded Lands Portion	3.901	miles
" " Trust Patent Lands Portion	15.091	"
Total Roadway	18.992	"
Two Bridges on Trust Patent Lands Portion - 257.0 ft.	.049	"
Total length of Project	19.041	"

Item	Portion On Deeded Lands	Portion On Trust Patent Lands
Part on which New Work is to be done:		
Final Cost on Roadway	$ 11,405.19	$ 26,219.34
Federal Aid Paid on Roadway	6,043.52	23,689.29
Length of Roadwork original	1.132 miles	3.007 miles
" " " revised	1.126 "	2.993 "
Cost per mile on original length	$ 10,075.26	$ 8,719.43
" " " " revised length	$ 10,128.94	$ 8,760.22
Federal Aid paid per mile on original length	$ 5,338.79	$ 7,878.04
" " " " " " revised length	$ 5,367.24	$ 7,914.89
Final Cost on One Bridge		$ 2,111.75
Federal Aid Paid		$ 1,896.40
Length of One Bridge 57.0 ft.		.011 miles
Part on Which No Additional Work is to be done:		
Final Cost on Roadway	$ 27,898.40	$105,365.65
Federal Aid Paid on Roadway	$ 14,783.13	$ 95,198.35
Length of Roadway	2.769 miles	12.084 miles
Cost per mile	$ 10,075.26	$ 8,719.43
Federal Aid paid per mile	$ 5,338.79	$ 7,878.04

EMERGENCY WORK - ROADWAY

Original Project: Sta. 1713+78 to Sta. 1932+17.8 (Revised Plans)

All Required		Clearing and Grubbing		$ 2,244.38
74,500	cu. yds.	Excavation, Single Classif.	$ 0.20	14,900.00
20,900	yd. sta.	Overhaul	0.01	209.00
2,000	yd. mi.	Truck Haul	0.12	240.00
30,700	cu. yds.	Selected Roadbed Topping	0.50	15,350.00
3,750	" "	Shooting Rock for Roadbed Topping	0.15	562.50
73,800	yd. mi.	Hauling Roadbed Topping	0.10	7,380.00
4,500	cu. yds.	Crushed Rock Surfacing	1.58	7,110.00
3,160	cu. yds.	Talus Shoulders	0.30	948.00
9,100	yd. mi.	Hauling Shoulder Material	0.10	910.00
1,150	cu. yds.	Filler	0.30	345.00
1,520	yd. mi.	Hauling Filler	0.12	182.40
380	M-Gal.	Sprinkling	1.50	570.00
1,150	cu. yds.	Salvaging Surfacing Matls.	0.80	920.00
380	cu. yds.	Stockpile & Reload. Salv. Matls.	0.50	190.00
380	yd. mi.	Hauling Salv. Matls.	0.10	38.00
600	lin. ft.	Salvaging Culvert Pipe	1.00	600.00
180	lin. ft.	18" Concrete Pipe	2.60	468.00
10	lin. ft.	36" " "	5.00	50.00
40	lin. ft.	12" Corr. Iron Pipe	1.00	40.00
130	lin. ft.	18" " " "	1.44	187.20
60	lin. ft.	24" " " "	2.05	123.00
			Sub-total	$ 53,567.38
			10% Engr. & Cont.	5,356.73
				$ 58,924.11

Length of Reopened Portion:

Original length on Deeded Lands	1.132	miles
Revised " " " "	1.126	"
Original " " Trust Patent Lands	3.007	"
Revised " " " " "	2.993	"
Total original length	4.139	"
Total revised length	4.119	"

Cost per mile, new work $ 14,305.44

Extension of Project: Sta. 1932+17.8 to Sta. 1942+00

All Required		Clearing and Grubbing		$ 101.34
2,500	cu. yds.	Excavation, Single Classif.	$ 0.20	500.00
100	yd. sta.	Overhaul	0.01	1.00
1,300	cu. yds.	Selected Roadbed Topping	0.50	650.00

150	cu. yds.	Shooting Rock for Roadbed Topping	$ 0.15	$ 22.50
3,200	yd. mi.	Hauling Roadbed Topping	0.10	320.00
200	cu. yds.	Crushed Rock Surfacing	1.58	316.00
140	cu. yds.	Talus Shoulders	0.30	42.00
400	yd. mi.	Hauling Shoulder Material	0.10	40.00
50	cu. yds.	Filler	0.30	15.00
80	yd. mi.	Filler Haul	0.12	9.60
80	M-Gal.	Sprinkling	1.50	30.00
50	cu. yds.	Salvaging Surfacing Matls.	0.80	40.00
20	cu. yds.	Stockpile & Reload Salv. Matls.	0.50	10.00
20	yd. mi.	Hauling Salv. Matls.	0.10	2.00
60	lin. ft.	18" Concrete Pipe	2.60	156.00
			Sub-total	$ 2,255.44
			10% Engr. & Cont.	225.54
			Total.............	$ 2,480.98

Length 0.186 miles

Cost per mile $ 13,338.60

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Reopened Portion	$ 58,924.11	$ 17,677.23 (30%)	$ 41,246.88
Extension	2,480.98	744.29 (30%)	1,736.69
	$ 61,405.09	$ 18,421.52	$ 42,983.57

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920.

" " " Maint.: Chap. 41, laws 1927.

ORM 3-A-1 8663 8M 9-32

COMMISSIONERS
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R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

PR 83

November 21, 1932.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Bend, Oregon.

Dear Sir:

With regard to the power poles on the Klamath Falls-Crooked Creek Section, beg to advise that I have no objection to your endeavoring to have these poles moved by the company free, but it has been our practice to pay for the movements and if the company does not acquiesse to your suggestion that they be moved as payment for the privilege of occupying our right of way in other places, I would suggest that you pay for the cost of moving without serious argument.

Yours veyy truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

NOTED

NOTED

October 28, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate covering the Fort Klamath-Crooked Creek Unit of the Fort Klamath-Lamms Mill Section, Project No. E-83-A. Five sets of blueprint plans and five bid proposals for this work are being sent under separate cover. The cross-sections were included with those sent to you yesterday covering the Fort Klamath Section of the Crater Lake Highway.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Highway Proj. No. E-23-A

FORT KLAMATH-CROOKED CREEK UNIT OF THE FORT KLAMATH-LAMMS MILL SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 28, 1932.

STATEMENT OF COMPLETED WORK

Portion of Project thru Deeded Lands:

Agreement Estimate	$ 30,968.82
Overruns	5,163.87
Engineering and Contingencies (prorated)	3,170.90
Total Actual Cost	$ 39,303.59

Portion of Project thru Trust Patent Lands:

Roadway:

Agreement Estimate	$108,079.68
Overruns	12,889.40
Engineering and Contingencies (prorated)	10,615.91
Total Actual Cost	$131,584.99
Total Cost of Roadwork	$170,888.58

Trestle Sta. 1881:

Agreement Estimate	$ 1,724.00
Overruns	275.38
Engineering	112.37
	$ 2,111.75

(A)

Total Cost on which Federal Aid was Computed:

Roadway on Deeded Lands Portion	$ 34,065.70
" " Trust Patent Lands Portion	118,887.64
Total, Roadway	$152,953.34
One Bridge on Trust Patent Lands Portion	1,896.40
Total, All Work	$154,849.74

Federal Aid Paid:

Roadway on Deeded Lands Portion	$ 20,826.67
" " Trust Patent Lands Portion	118,887.62
Total, Roadway	$139,714.29
Bridge on Trust Patent Lands Portion	1,896.40
	$141,610.69

Length of Project:

Roadway on Deeded Lands Portion	3.901 miles
" " Trust Patent Lands Portion	15.091 "
Total Roadway	18.992 "
Two Bridges on Trust Patent Lands Portion 257.0 ft.	.049 "
Total length of Project	19.041 "

Item	Portion on Deeded Lands	Portion on Trust Patent Lands
Part on which New Work is to be done:		
Final Cost on Roadway	$ 11,405.19	$ 26,219.34
Federal Aid Paid on Roadway	$ 6,043.52	$ 23,689.27
Length of Roadwork original	1.132 miles	3.007 miles
" " " revised	1.126 "	2.993 "
Cost per mile on original length	$ 10,075.26	$ 8,719.45
" " " " revised length	$ 10,128.94	$ 8,760.22
Federal Aid paid per mile on original length	$ 5,338.79	$ 7,878.04
" " " " " " revised length	$ 5,367.24	$ 7,914.89
Final Cost on One Bridge		$ 2,111.75
Federal Aid Paid		$ 1,896.40
Length of One Bridge 57.0 ft.		.011 miles
Part on which no Additional Work is to be done:		
Final Cost on Roadway	$ 27,898.40	$105,365.68
Federal Aid Paid on Roadway	$ 14,783.15	$ 95,198.35
Length of Roadway	2.769 miles	12.084 miles
Cost per mile	$ 10,075.26	$ 8,719.45
Federal Aid paid per mile	$ 5,338.79	$ 7,878.04

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EMERGENCY WORK - ROADWAY

Original Project: Sta. 1713/50 to Sta. 1932/17.8 (Revised)

All Required		Clearing and Grubbing		$ 700.00
74,500	cu. yds.	Excavation, Single Classif.	$ 0.25	18,625.00
20,900	yd. sta.	Overhaul	0.02	418.00
2,000	yd. mi.	Truck Haul	0.15	300.00
30,700	cu. yds.	Selected Roadbed Topping	0.50	15,350.00
3,750	cu. yds.	Shooting Rock for Roadbed Topping	0.10	375.00
73,800	yd. mi.	Hauling Roadbed Topping	0.15	11,070.00
4,500	cu. yds.	Crushed Rock Surfacing	1.50	6,750.00
3,160	cu. yds.	Talus Shoulders	0.60	1,896.00
9,100	yd. mi.	Hauling Shoulder Material	0.15	1,365.00
1,150	cu. yds.	Filler	0.25	287.50
1,520	yd. mi.	Hauling Filler	0.15	228.00
380	M-Gal.	Sprinkling	2.00	760.00
1,150	cu. yds.	Salvaging Surfacing Materials	0.40	460.00
380	cu. yds.	Stockpile & Reload. Salv. Matls.	0.30	114.00
380	yd. mi.	Hauling Salv. Matls.	0.15	57.00
600	lin. ft.	Salvaging Culvert Pipe	0.50	300.00
180	lin. ft.	18" Concrete Pipe	1.50	270.00
10	lin. ft.	36" Concrete Pipe	5.00	50.00
40	lin. ft.	12" Corr. Iron Pipe	1.00	40.00
130	lin. ft.	18" Corr. Iron Pipe	1.40	182.00
60	lin. ft.	24" Iron Flat Bottom Pipe	3.00	180.00
		Sub-total		$ 59,777.50
		10% Engr. & Cont.		5,977.75
		Total		$ 65,755.25

Length of Roadway on Reopened Portion:

Original length on Deeded Lands	1.152 miles
Revised " " " "	1.126 "
Original " " Trust Patent Lands	3.007 "
Revised " " " " "	2.993 "
Total original length	4.159 "
" revised length	4.119 "

Cost per mile, New Work $ 15,963.88

Extension of Project: Sta. 1932/17.8 to Sta. 1942/00

All Required		Clearing and Grubbing		$ 10.00
2,500	cu. yds.	Excavation, Single Classif.	$ 0.25	625.00
100	cu. yds.	Overhaul	0.02	2.00
1,300	cu. yds.	Selected Roadbed Topping	0.50	650.00

150	cu. yds.	Shooting Rock for Roadbed Topping	0.10	$ 15.00
3,200	yd. mi.	Hauling Roadbed Topping	0.15	480.00
200	cu. yds.	Crushed Rock Surfacing	1.50	300.00
140	cu. yds.	Talus Shoulders	0.60	84.00
400	yd. mi.	Hauling Shoulder Materials	0.15	60.00
50	cu. yds.	Filler	0.25	12.50
80	yd. mi.	Filler Haul	0.15	12.00
20	M-Gal.	Sprinkling	2.00	40.00
50	cu. yds.	Salvaging Surfacing Materials	0.40	20.00
20	cu. yds.	Stockpile & Reload. Salv. Matls.	0.30	6.00
20	yd. mi.	Hauling Salv. Matls.	0.15	3.00
60	lin. ft.	18" Concrete Pipe	1.50	90.00
		Sub-total		$ 2,400.40
		10% Engr. & Cont.		240.05
		Total		$ 2,640.45

Length 0.186 miles
Cost per mile $ 14,195.96

FUNDS REQUESTED ON NEW WORK

Item	Total Cost	Federal Aid	Emerg. Constr. Hwy Funds
Reopened Portion	$ 65,755.25	$ 19,726.57 (30%)	$ 46,028.68
Extension	2,640.45	792.13 (30%	1,848.32
	$ 68,395.70	$ 20,518.70	$ 47,877.00

October 27, 1932.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Fort Creek Section of the Crater Lake Highway, Emergency Construction Project No. E-183-A. Five bid proposals and five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/MR.

Encl.

Oregon State Highway Department

Emerg. Constr. Highway
Project No. E-183-A

FORT KLAMATH SECTION OF THE

CRATER LAKE HIGHWAY IN KLAMATH COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, October 27, 1932.

All Required		Clearing and Grubbing		$ 200.00
13,000	cu. yds.	Excavation, Single Classification	$0.25	$3,250.00
4,000	yd. sta.	Overhaul	0.02	80.00
1,000	yd. mi.	Truck Haul	0.15	150.00
9,500	cu. yds.	Selected Roadbed Topping	0.50	4,750.00
1,100	cu. yds.	Shooting Rock for Roadbed Topping	0.10	110.00
23,000	yd. mi.	Hauling Roadbed Topping	0.15	3,450.00
1,300	cu. yds.	Crushed Rock Surfacing	1.50	1,950.00
900	" "	Talus Shoulders	0.60	540.00
6,000	yd. mi.	Hauling Shoulder Materials	0.15	900.00
300	cu. yds.	Filler	0.25	75.00
400	yd. mi.	Hauling Filler	0.15	60.00
100	M-Gals.	Sprinkling	2.00	200.00
300	cu. yds.	Salvaging Surfacing Materials	0.40	120.00
100	cu. yds.	Stockpiling & Reloading Salv. Matls.	0.30	30.00
100	yd. mi.	Hauling Salvaged Materials	0.15	15.00
80	lin. ft.	Salvaging Culvert Pipe	0.50	40.00
90	lin. ft.	12" Concrete Pipe	1.00	90.00
20	lin. ft.	18" Concrete Pipe	1.50	30.00

Sub-total	$16,040.00
10% Engr. & Cont.	1,604.00
Total	$17,644.00

Length of Roadway	1.201 miles
Length of Wood River Br., 67.1 ft.	.012 "
Total length	1.213 "
Cost per mile, roadway	$ 14,691.09

Regular Federal Aid Funds Requested	$ 5,293.20 (30%)
Emergency Constr. Highway Funds Requested	12,350.80
	$ 17,644.00

Form 2-G-1 4806 1M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. L[illegible] DIVISION ENGINEER
BEND, OREGON

GR 83

Bend, Oregon
October 26, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention Mr. H. G. Smith

RECEIVED
OCT 27 1932
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Enclosed please find Division Engineer's estimates on surfacing the Valley Falls-Okerman Ranch Section of the Lakeview-Burns Highway, grading of Unit # 2, Redmond-Bend Section of the Dalles-California Highway and the Fort Klamath-Crooked Creek Project on the Crater Lake and The Dalles-California Highways.

Yours very truly

K. D. Lytle
Division Engineer

REFERRED TO
J. W. Nash
By State Highway Engineer

kdl/c
encls.

PS This does not include the est. of the bridge at Crooked Creek.

Division Engineer's Estimate of Cost

Fort Klamath-Crooked Creek Project

Crater Lake & The Dalles-California Highways

Clearing and Grubbing	All				$1,000.00
Excavation, Single Classification	90,000	cu. yds.	@	$0.17	15,300.00
Overhaul	25,000	sta.yds.	@	.02	500.00
Truck Haul	3,000	yd. mi.	@	.12	360.00
Selected Roadbed Topping	41,500	cu.yds.	@	.40	16,600.00
Shooting Rock for Roadbed Topping	5,000	cu. yds.	@	.10	500.00
Hauling Roadbed Topping	100,000	yd. mi.	@	.10	1,000.00
Crushed Rock Surfacing	6,000	cu. yds.	@	1.40	8,400.00
Talus Shoulders	4,200	cu. yds.	@	.30	1,260.00
Hauling Shoulder Material	15,500	yd. mi.	@	.10	1,550.00
Filler	1,500	cu. yds.	@	.25	375.00
Hauling Filler	2,000	yd. mi.	@	.12	240.00
Sprinkling	500	M. Gals.	@	1.10	550.00
Salvaging Surfacing Materials	1,500	cu. yds.	@	.60	900.00
Stockpiling & Reloading Salvaged Matls.	500	cu. yds.	@	.40	200.00
Hauling Salvaged Materials	500	yd. mi.	@	.12	60.00
1½"-3/4" Crushed Rock in Stockpile	3,200	cu. yds.	@	1.20	3,840.00
3/4" - ½" Crushed Rock in Stockpile	4,800	cu. yds.	@	1.25	6,000.00
½" - ¼" Crushed Rock in Stockpile	6,250	cu. yds.	@	1.30	8,125.00
Salvaging Culvert Pipe	680	lin.ft.	@	.60	408.00
12" Concrete Pipe	90	lin. ft.	@	1.00	90.00
18" Concrete Pipe	260	lin. ft.	@	2.10	546.00
36" Concrete Pipe	10	lin. ft.	@	5.00	50.00
12" Corrugated Iron Pipe	40	lin. ft.	@	1.00	40.00
18" Corrugated Iron Pipe	130	lin. ft.	@	2.00	260.00
24" Corrugated Iron Flat Bottom Pipe	60	lin. ft.	@	2.50	150.00
				Total	$68,304.00
		Engineering and Contingencies			6,830.00
					$75,134.00

PR 185

PR

October 13, 1932.

Mr. H. C. Smith,
Construction Engineer,
Office.

Dear Sir:

In his letter of October 4th, Lytle asked for instructions as to whether he should get 90-foot right-of-way or 100-foot right-of-way for the Ft. Klamath-Crooked Creek Section.

This is to remind you of that request in case you have not already taken care of it.

Very truly yours,

S. H. Probert,
Office Engineer.

SHP:ER

CONTRACT#1442,

SEE:

CONTRACT#1415,

1442 [illegible]: Contract 1415

CONTRACT#1443,

SEE:

CONTRACT#1438,

1443 SHE: Contract 1438

CONTRACT#1445,
1532,

PR 187-A Drinkwater Pass-Chimney Cr. 1932
1445 Sec.
1532

#1532

137-a

July 28, 1934

Fidelity & Deposit Company of Maryland,
R. E. Pinney, Agent,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1532 for the construction of a bridge over Chimney Creek on the Central Oregon Highway in Malheur County near Juntura, has been completed by the contractors, Dunn & Baker, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 7, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $26,445.97 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

1445 Stencil No. 124

2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No. USPW Ore. FL E-4-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 17, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered ~~Federal aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jwm

Appr 15001

Oregon Federal Lands Highway
project No. E-4, Section A.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on March 28, 1933, by the Oregon State Highway Commission, and on May 11, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Lands Highway Project No. E-4, Section A; and

WHEREAS, the plans and specifications previously approved for said Section A provided for the construction of 3.4 miles of road surfaced with selected material, in Harney and Malheur Counties, for which the estimate approved was $63,960.10, and $63,960.10 Federal funds were set aside to the credit of said Section A; and

WHEREAS, the construction of said Section A in accordance with the plans and specifications previously approved has been completed, finally inspected, and accepted, at a total cost of $59,122.81, and voucher in the sum of $59,107.97 has been passed for payment as the share of the Federal Government on said Section A; and

WHEREAS, the said Oregon State Highway Commission now requests a reopening of said Section A and a revision of the plans, specifications and estimate approved therefor to provide for the construction of two bridges of more than 20 ft. clear span, and roadway approaches thereto, between survey stations 154+52 and 155+00, and between survey stations 169+18 and 170+15, respectively, thereby increasing the length of said Section A from 3.4 miles to 3.427 miles, at an estimated cost of $7,601.55; and by reason thereof has requested that the estimate of cost approved for said Section A be increased from the previous actual cost of $59,122.81 to $66,724.36, and that the Federal funds approved and set aside to the credit of said Section A be increased from the previous actual payment of $59,107.97 to $66,709.52:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture, that the plans, specifications and estimate approved for said Section A be revised in the manner above indicated, and that the said project agreement be amended as follows:

The third "Whereas" paragraph shall read:

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-six thousand, seven hundred nine and 52/100 dollars ($66,709.52), as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:"

Clauses (a) and (b) of Article I shall read, respectively:

> "(a) By the State, an amount sufficient to cover the cost of construction not otherwise provided, from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920."

> "(b) From other sources - Funds to the extent of $66,709.52 will be made available from appropriations made by Acts of December 20, 1930 (Public No. 550 - 71st Congress), and of July 21, 1932 (Public No. 302, 72nd Congress), for carrying out provisions of act approved June 24, 1930 (46 Stat. 805)."

Article II shall read:

> "Article II. This agreement covers the following highway as described in detail in said surveys, plans and specifications:
>
> "Between survey station 467+00 in the S.E. 1/4 of Sec. 34, T. 20 S., R. 36 E., W. M., and survey station 178+45.0 on the west line of the S.E. 1/4 of the S.E. 1/4 of Sec. 4, T. 21 S., R. 37 E., W.M. (excepting therefrom those portions between survey stations 545+00 and 600+00, and between survey stations 67+62 and 142+81, respectively), length 3.427 miles, in Harney and Malheur Counties, being Section A of Oregon Federal Lands Highway project No. E-4, consisting of 3.410 miles of roadway and two bridges, each of more than 20 feet clear span, 0.017 of a mile in length, known locally as the Drinkwater Pass - Chimney Creek Section of the Central Oregon Highway between official control points Drewsey and Federal Aid Road No. 5 at Vale."

Paragraph (c) of Article III shall be and is hereby stricken out.

To Article III shall be added paragraph (d) to read:

> "(d) The estimate of cost and the amount of Federal Lands Highway funds approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved

> estimate $59,390.11, Federal Lands Highway funds $59,375.27; two bridges, approved estimate $7,334.25, Federal Lands Highway funds $7,334.25."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-six thousand, seven hundred nine and 52/100 dollars ($66,709.52), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-six thousand, seven hundred twenty-four and 36/100 dollars ($66,724.36), the approved total estimated cost of Section A of said project."

Except as herein specifically modified the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 5th day of March, 1934, and the Secretary of Agriculture on the 5 day of May, 1934.

OREGON STATE HIGHWAY COMMISSION

By ______________________
Chairman, State Highway Commission.

By ______________________
Member, State Highway Commission.

By ______________________
Member, State Highway Commission.

Secretary of Agriculture

By ______________________
Acting Chief, Bureau of Public Roads.

Oregon Federal Lands Highway Project No. E-4, Section A.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon.

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Lands Highway Project No. E-4-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 66,724.36 in lieu of the previous actual payment of $59,107.97, as the total estimated cost of said project, and the sum of $ 66,709.52 / as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 5 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By Mason
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 3—4829

STENCIL NO. 124

2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

Ore. USPW NRH 187-A

May 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Iron

Agr 14542

Form P. R. 2

State Oregon

U.S.Public Works Project No. NRH-187, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 5th day of March, 1934 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 20th day of September, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, nine hundred eleven and 45/100 dollars ($ 21,911.45) as the share of the United States payable under said act on account of Section A of said project, which ~~does not exceed the authorized Federal percentage of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

[illegible] Six culverts and roadway approaches between survey stations 70+88 and 71+25, stations 91+00 and 91+80, stations 95+00 and 96+00, stations 100+50 and 101+40, stations 107+75 and 108+28 and stations 122+00 and 122+44 and one bridge of more than 20' clear span and roadway approaches between survey stations 138+52 and 139+13

, length **0.088 of a** miles/ in **Malheur** County, being Section **A** of **Oregon U.S.Public Works** project No. **NRH-187**, consisting of **0.081 of a** miles/ of roadway and **one** bridges, ~~each~~ of more than 20 feet clear span, **0.007** of a mile in length. **, known locally as the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway between official control points Drewsey and Federal Aid Route No. 5 at Vale.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of twenty-one thousand, nine hundred eleven and 45/100 dollars ($21,911.45), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~[illegible] Federal pro rata share of~~

~~dollars~~ is ~~xxxxxxx~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927 and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5 day of May, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

By

Acting **Chief, Bureau of Public Roads**

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S. Public Works Project No. [illegible]-187-A, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 21,911.45 as the total estimated cost of said project, and the sum of $ 21,911.45 as the share of the United States, payable under said acts on account of such project, which d~~[illegible]~~ is the ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 15 day of May one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads

#1532

187-A

May 15, 1934

Mr. H. B. Glaisyer

Dear Sir:

For your information Dunn & Baker have completed their work on the Chimney Creek bridges, Contract No. 1532, and we would be pleased to have you secure authorization from the commission to pay the final estimate on this job.

The work was completed on April 19, 1934.

Very truly yours,

WAReeves

W. A. Reeves

CAG:DK

approved by commission — 5/16/34 HBG

March 7, 1934

Mr. V. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Drinkwater Pass-Chimney Creek Section, Project No. NRH 187-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Drinkwater Pass-Chimney Creek Section, Project No. NRFL 4-A. This estimate is based on the second low bid for the reason of the low bidder's inability to secure a bond.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. 4-A

DRINKWATER PASS-CHIMNEY CREEK SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on second low bid prices.)

Salem, Oregon, January 23, 1934

STATEMENT OF COMPLETED WORK

Final Cost of Completed Roadwork		$ 59,182.81
Federal Lands Highway Funds Paid		$ 59,107.97
Length of Completed Roadway: (Sta. 467+00 to 545+00) Sta. 600+00 = 0+00 to 67+62) (Sta. 143+81 to 154+62) Sta. 156+00 to 169+18) (Sta. 170+15 to 178+48) - (Revised)		3.400 miles
Length of Unconstructed Roadway and Bridges: (Sta. 154+62 to 155+00) (Sta. 169+18 to 170+15) - (Revised) -	Roadway	.010 miles
	2 Bridges	.017 miles
Cost per mile		$ 17,583.86
Federal Lands Highway Funds Paid per mile		$ 17,384.69

NEW WORK - ROADWAY

Roadway Embankment Adjacent to Bridges:
(Sta. 154+62 to 154+66) (Sta. 154+90 to 155+00)
(Sta. 169+18 to 169+28) (Sta. 170+02 to 170+15)

350	cu. yds.	Backfill from Borrow	$ 0.50	$ 175.00
170	" "	Backfill from Stockpile	0.40	68.00
		Sub-total, roadwork		$ 243.00
		10% Engr. & Cont.		24.30
		Total...........................		$ 267.30

NEW WORK - BRIDGES

Bridge No. 1852 (Sta. 154+73)

25	cu. yds.	Excavation	$3.50	$ 87.50
13	" "	Class "B" Concrete	20.50	266.50
26	" "	" "D" "	21.00	546.00
6,000	lbs.	Metal Reinforcement	0.08	480.00
14	M-FBM	Treated Lumber	90.00	1,260.00
78	lin. ft.	Composite Handrail	2.00	156.00
				$ 2,796.00

Bridge No. 1884 (Sta. 170+50)

55	cu. yds.	Excavation	$ 3.50	$ 192.50
14	" "	Class "B" Concrete	20.50	287.00
42	" "	" "D" "	21.00	882.00
10,000	lbs.	Metal Reinforcement	0.07	700.00
18	M-FBM	Treated Lumber	90.00	1,620.00
125	lin. ft.	Composite Handrail	2.00	250.00
				$ 3,931.50

Sub-total, bridges	$ 6,667.50
10% Engr. & Cont.	666.75
Total	$ 7,334.25

Length of Roadwork	54	ft.	0.010	mile
" " 2 Bridges	91	"	0.017	"
Total length	145	"	0.027	"

Cost per mile, Roadwork $ 26,750.00

Federal Lands Highway Funds Requested, - Roadwork	$ 267.50
- Bridges	7,334.25
	$ 7,601.75

SUMMARY OF FUNDS

Item	Total Cost	Fed. Lands Hwy. Funds	State Funds
Completed Roadwork	$ 59,122.61	$ 59,107.77	$ 14.84
New Roadwork	267.50	267.50	- -
	$ 59,390.11	$ 59,375.27	$ 14.84
New Work - 2 Bridges	7,334.25	7,334.25	- -
Totals, All Work	$ 66,724.36	$ 66,709.52	$ 14.84

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

January 24, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Drinkwater Pass-Chimney Creek Section, Project No. NRH 187-A. This estimate is based on the second low bid for the reason of the low bidder's inability to secure a bond.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 187-A

DRINKWATER PASS-CHIMNEY CREEK SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on contract prices.)

Salem, Oregon, January 23, 1934

ROADWORK

Concrete Box Culverts and Earth Embankment:
(Sta. 70+85 to 71+25) (81+00 to 81+60) (95+00 to 96+00)
(100+50 to 101+40) (107+75 to 108+25) (122+00 to 122+44)

745	cu. yds.	Excavation	$ 3.50	$ 2,607.50
415	" "	Class "A" Concrete	20.00	8,300.00
45,500	lbs.	Metal Reinforcement	0.07	3,185.00
173	cu. yds.	Riprap	3.00	519.00
4,120	" "	Backfill from Borrow	0.50	2,060.00
905	" "	" " Stockpile	0.40	362.00
				$ 17,033.50

Earth Embankment to Bridge No. 1851
(Sta. 138+52 to 138+65) (139+00 to 139+13)

300	cu. yds.	Backfill from Borrow	$ 0.50	$ 150.00
50	" "	" " Stockpile	0.40	20.00
				$ 170.00
			Sub-total, Roadwork	$ 17,203.50
			10% Engr. & Cont.	1,720.35
			Total, Roadwork	$ 18,923.85

Bridge No. 1851 (Sta. 138+65)

45	cu. yds.	Excavation	$ 3.50	$ 157.50
13	" "	Class "B" Concrete	20.50	266.50
26	" "	" "D" "	21.00	546.00
6,000	lbs.	Metal Reinforcement	0.07	420.00
13	M-FBM	Treated Lumber	90.00	1,170.00
78	lin. ft.	Composite Handrail	2.00	156.00
			Sub-total, Bridge	$ 2,716.00
			10% Engr. & Cont.	271.60
			Total, Bridge	$ 2,987.60

Length of Roadwork	431 ft.	0.081	mile
" " 1 Bridge	34 "	0.007	"
Total length	465 "	0.088	"

Cost per mile, Roadwork $233,627.77

National Recovery Highway Funds Requested;

Roadwork	$ 18,923.85
Bridge	2,987.60
	$ 21,911.45

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1929
State Funds for Maintenance Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

✓ MATTESON
MOSKOWITZ
McCOY
RUGGLES
BONNICKSON
[illegible]
BR[illegible]
HEW[illegible]S
ACTION

January 17, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the project agreement estimate submitted for Oregon E-4-A and NRH 187-A. The unit prices used are those submitted by R. . Nichol, to whom the contract was first awarded. It later developed that the low bidder was unable to furnish contract bond and the contract was re-awarded to Dunn & Baker.

Preparation of the project agreements is therefore being held up pending the receipt of revised estimates based on the unit prices bid by Dunn & Baker.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 31, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Drinkwater Pass-Chimney Creek Section, Project No. FLH 4-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

243.00
2736.00
2473.50
[illegible]0.10

Oregon State Highway Department

Federal Lands Highway
Project No. 4-A 41.

DRINKWATER PASS-CHIMNEY CREEK SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on second low bid prices.)

January 1934.
Salem, Oregon, October 30, 1933

STATEMENT OF COMPLETED WORK

Final Cost of Completed Roadwork	$ 59,122.81
Federal Lands Highway Funds Paid	$ 58,107.97
Length of Completed Roadway: (Sta. 467+00 to 545+00) Sta. 600+00 = 0+00 to 67+62) (Sta. 142+81 to 154+52) Sta. 155+00 to 169+18) (Sta. 170+15 to 178+45) - (Revised)	3.400 miles
Length of Unconstructed Roadway and Bridges: (Sta. 154+52 to 155+00) (Sta. 169+18 to 170+15) - (Revised) - Roadway	.020 miles
2 Bridges	.017 miles
Cost per mile	$ 17,389.06
Federal Lands Highway Funds Paid per mile	$ 17,[illegible]

NEW WORK - ROADWAY

Roadway Embankment Adjacent to Bridges:
(Sta. 154+52 to 154+56) (Sta. 154+90 to 155+00)
(Sta. 169+18 to 169+45) (Sta. 170+02 to 170+15)

2nd low

350	cu. yds.	Backfill from Borrow	$ 0.40	.50	$ 140.00	175.00
170	" "	" " Stockpile	0.20	.40	34.00	68.00
		Sub-total, roadwork			$ 174.00	243.00
		10% Engr. & Cont.			17.40	24.30
		Total.................................$			191.40	267.30

NEW WORK - BRIDGES

Bridge No. 1052 (Sta. 154+75)

25	cu. yds.	Excavation	$ 0.75	3.50	$ 18.75	87.50
13	" "	Class "B" Concrete	17.50	20.50	227.50	266.50
26	" "	" "A" "	19.00	21.00	494.00	546.00
6,000	lbs.	Metal Reinforcement	0.06	.07	360.00	420.00
14	M-FBM	Treated Lumber	70.00	90.00	980.00	1,260.00
78	lin. ft.	Composite Handrail	2.25	2.00	175.50	156.00
					$ 2,255.75	2,131

Bridge No. 1854 (Sta. 170+80)

55	cu. yds.	Excavation	$ 0.75	3.50	$ 41.25	192.50
14	" "	Class "B" Concrete	17.50	20.50	245.00	287.00
42	" "	[illegible]	19.00	21.00	798.00	882.00
10,000	lbs.	Metal Reinforcement	0.06	0.07	600.00	700.00
18	M-FBM	Treated Lumber	70.00	90.00	1,260.00	1620.00
125	lin. ft.	Composite Handrail	2.25	2.00	281.25	250.00
					$ 3,225.50	3931.50

Sub-total, bridges	$ 5,481.25	6,667.50
10% Engr. & Cont.	548.12	666.75
Total........................	$ 6,029.37	7,334.25

Length of Roadwork	54 ft.	0.010 mile
" " 2 Bridges	91 "	0.017 "
Total length	145 "	0.027 "

Cost per mile, Roadwork $ 19,140.00 26,730.00

Federal Lands Highway Funds Requested. - Roadwork	$ 191.40	267.30
- Bridges	6,029.37	7,334.25
	$ 6,220.77	7,601.55

SUMMARY OF FUNDS

Item	Total Cost		Fed. Lands Hwy. Funds		State Funds
Completed Roadwork	$ 59,122.81		$ 59,107.97		$ 14.84
New Roadwork	191.40	267.30	191.40	267.30	- -
	$ 59,314.21	59,390.11	$ 59,299.37	59375.27	$ 14.84
New Work - 2 Bridges	6,029.37	7334.25	6,029.37	7334.25	- -
Totals, All Work	$ 65,343.58	66724.36	$ 65,328.74	66709.52	$ 14.84

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

Oregon State Highway Department

Federal Lands Highway
Project No. 4-A

DRINKWATER PASS-CHIMNEY CREEK SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany bridge plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1933.

Roadway Embankment Adjacent to Bridges:
(Sta. 154+52 to 154+66) (Sta. 154+90 to 155+00)
(Sta. 169+18 to 169+45) (Sta. 170+02 to 170+15)

350	cu. yds.	Backfill from Borrow	$ 2.50	40¢	$ 875.00	140.00
170	" "	" " Stockpile	0.30	20¢	51.00	34.00
		Sub-total, Roadwork			$ 926.00	174.00
		10% Engr. & Cont.			92.60	17.40
						191.40
		Total, Roadwork			$ 1,018.60	

Bridge No. 1852 (Sta. 154+78)

25	cu. yds.	Excavation	2.00	.75	$ 50.00	18.75
13	" "	Class "B" Concrete	18.00	17.50	234.00	227.50
26	" "	" "D" "	20.00	19.00	520.00	494.00
6,000	lbs.	Metal Reinforcement	0.05	.06	300.00	360.00
14	M-FBM	Treated Lumber	85.00	70.00	1,190.00	980.00
78	lin. ft.	Composite Handrail	3.00	2.25	234.00	175.50
					$ 2,528.00	2,255.75

Bridge No. 1854 (Sta. 170+50)

55	cu. yds.	Excavation	$ 2.00	.75	$ 110.00	41.25
14	" "	Class "B" Concrete	18.00	17.50	252.00	245.00
42	" "	" "D" "	20.00	19.00	840.00	798.00
10,000	lbs.	Metal Reinforcement	0.05	0.06	500.00	600.00
18	M-FBM	Treated Lumber	85.00	70.00	1,530.00	1260.00
125	lin. ft.	Composite Handrail	3.00	2.25	375.00	281.25
					$ 3,607.00	3,225.50
		Sub-total, Bridges			$ 6,135.00	5,481.25
		10% Engr. & Cont.			613.50	548.12
		Total			$ 6,748.50	6,029.37
						6,220.77

Length of Roadwork 54 ft. 0.010 mile
" " 2 Bridges 36 " 0.007 "
Total Length 90 " 0.017 "

Cost per mile, Roadwork $ 101,860.00

Federal Lands Highway Funds Requested:

Roadwork	$ 1,018.60
Bridges	6,748.59
Total	$ 7,767.19

187-a

December 27, 1933

Dunn & Baker
P. O. Box 431
Klamath Falls, Ore.

Gentlemen:

We are sending you by express an executed copy of the contract that was awarded to you for the construction of bridges over Chimney Creek on the Central Oregon Highway in Malheur County.

We wrote you on December 4 that we were mailing you this copy, but it was misdirected and has just been returned to us.

Very truly yours

Secretary

HBG:AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

November 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of November 17 advising that the contract on Oregon NRH 187-A and F.L.H. 4-A, awarded to R.F.Nichol, Vale, Oregon, has been declared in default and the contract awarded to the second low bidder, Dunn & Baker, Klamath Falls, Oregon. We are today recommending that the award to the second low bidder be approved.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

REFERRED TO
Glasgow
By State Highway Engineer

Hernt to Probert + McCullough

November 17, 1933

W. H. Lynch, District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon.

Dear Sir:

At the meeting of the State Highway Commission held on October 5, 1933, the Commission received bids for the construction of three bridges and six culverts on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney County. The low bid was that submitted by R. F. Michel of Vale, Oregon, to whom the Commission awarded the contract.

Mr. Michel was unable to comply with the State requirements as to furnishing a bond hence was declared in default by the Commission and the contract was re-awarded by the Commission on November 4, 1933 to the second low bidder, Dunn & Baker of Klamath Falls, at their bid submitted on October 5, 1933. This information is given you in order that you may complete your files on this matter.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

127-a

November 9, 1933

Mr. G. W. McCall
Route 1, Box 157
Klamath Falls, Oregon

Dear Sir:

Inquiry is made as to your intentions with respect to entering into the contract with the State Highway Commission for the construction of two bridges on the Central Oregon Highway near Drewsey, which contract was awarded to you by the Commission on October 25, 1933. Our records disclose that contract forms were sent to you on October 27, but as yet they have not been returned. I wish to call your attention to the clause in the proposal form which reads:

> "If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission".

We will appreciate an early reply to this inquiry.

Yours truly

Secretary

HBG:jn

October 31, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate as basis for project agreement for construction of bridges and approach embankments on the Drinkwater Pass-Chimney Creek Section, Project No. NRH 187-A.

In reply to your inquiry regarding the change in total length of the exceptions given in the project agreement estimate for the Emergency Project recently completed, we believe the data submitted with the final voucher for the Emergency Project explains these differences. You will note that the final estimate for the Emergency Project shows a 48" culvert pipe was installed at Station 163 in place of a trestle called for by the original plans. This change was due to a similar condition to those given in Mr. McCullough's letter of September 18th, concerning the several drainage structures included in the enclosed estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRM 187-A

Length of Section [illegible] Mi.

DRINKWATER PASS-CHERRY CREEK SECTION OF THE

CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(contract)

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 19, 1933

ROADWORK

Concrete Box Culverts and Earth Embankments
(Sta. 70+38 to 71+25) (91+60 to 91+80) (95+00 to 96+00)
(100+50 to 101+40) (107+75 to 108+20) (122+00 to 122+41)

745	cu. yds.	Excavation	$ 0.75	3.50	$ 558.75	2607.50
415	" "	Class "A" Concrete	18.50	20.00	7,677.50	8300.00
45,500	lbs.	Metal Reinforcement	.0525	0.07	2,388.75	3185.00
173	cu. yds.	Riprap	2.50	3.00	432.50	519.00
4,120	" "	Backfill from Borrow	0.40	0.50	1,648.00	2060.00
905	" "	" " Stockpile	0.20	0.40	181.00	362.00
					$12,886.50	17,033.50

Earth Embankment to Bridge No. 1851
(Sta. 138+52 to 138+66) (139+00 to 139+13)

300	cu. yds.	Backfill from Borrow	$0.40	.50	$ 120.00	150.00
50	" "	" " Stockpile	0.20	.40	10.00	20.00
					$ 130.00	170.00
		Sub-total, Roadwork			$13,016.50	17,203.50
		10% Engr. & Cont.			1,301.65	1720.35
		Total, Roadwork			$14,318.15	18,923.85

Bridge No. 1851 (Sta. 138+83)

45	cu. yds.	Excavation concrete 1.	$0.75	3.50	$ 33.75	157.50
13	" "	Class "B" ~~Excavation~~	17.50	20.50	227.50	266.50
26	" "	Class "C"	19.00	21.00	494.00	546.00
6,000	lbs.	Metal Reinforcement	0.06	0.07	360.00	420.00
13	M-FBM	Treated Lumber	70.00	90.00	910.00	1170.00
78	lin. ft.	Composite Handrail	2.25	2.00	175.50	156.00
		Sub-total, Bridge			$ 2,200.75	2716.00
		10% Engr. & Cont.			220.07	271.60
		Total, Bridge			$ 2,420.82	2,987.60

Length of Roadwork	431 ft.	0.081 mile
" " 1 Bridge	34 ft.	0.006 "
Total length	465 ft.	0.088 "

Cost per mile, Roadwork $176,767.28 232,627.77

National Recovery Highway Funds Requested:

Roadwork	$14,318.15	18,923.85
Bridge	[illegible]	2,987.60
	$16,730.97	21,911.45

State Funds for Construction: Chapter 173, Laws 1917: Chapter 31, Laws 1929.

State Funds for Maintenance: Chapter 41, Laws 1927.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-107-A

DRINKWATER PASS-CHIMNEY CREEK SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1935

ROADWORK

Concrete Box Culverts and Earth Embankment;
(Sta. 70+65 to 71+25) (91+00 to 91+80) (95+60 to 96+05)
(Sta. 100+50 to 101+40) (107+75 to 109+28) (122+00 to 122+44)

Alternate "A"

745	cu. yds.	Excavation	$ 2.00	$ 1,490.00
415	" "	Class "A" Concrete	20.00	8,300.00
45,500	lbs.	Metal Reinforcement	0.05	2,275.00
173	cu. yds.	Rip Rap	5.00	865.00
4,120	" "	Backfill from Borrow	2.50	10,300.00
905	" "	" " Stockpile	0.30	271.50
				$ 23,501.50

Alternate "B"

745	cu. yds.	Excavation	$ 2.00	$ --
77	lin. ft.	60" Corr. Iron Pipe	12.00	--
105	" "	108" " " "	25.00	--
4,120	cu. yds.	Backfill from Borrow	2.50	--
905	" "	" " Stockpile	0.30	--

Earth Embankment Adjacent to Bridge No. 1051
(Sta. 138+52 to 138+66) (Sta. 139+00 to 139+13)

300	cu. yds.	Backfill from Borrow	$ 2.50	$ 750.00
50	" "	" " Stockpile	0.30	15.00
				$ 765.00

Sub-total, Roadwork	$ 24,266.50
10% Engr. & Cont.	2,426.65
Total	$ 26,693.15

Bridge No. 1881 (Sta. 138+85)

45	cu. yds.	Excavation	$ 2.00	$ 90.00
13	" "	Class "B" Concrete	18.00	234.00
26	" "	" "A" "	20.00	520.00
6,000	lbs.	Metal Reinforcement	0.05	300.00
13	M-FBM	Treated Lumber	85.00	1,105.00
78	lin. ft.	Composite Handrail	3.00	234.00

Sub-total, Bridge	$ 2,483.00
10% Engr. & Cont.	248.30
Total	$ 2,731.30

Length of Roadwork	431 ft.	0.082 miles	
" " 1 Bridge	34 "	0.006 "	
Total length	465 "	0.088 "	

Cost per mile, Roadwork $ 325,282.32

National Recovery Highway Funds Requested;

Roadwork	$ 26,673.15
Bridge	2,731.30
Total	$ 29,404.45

FORM 5-A-1 10162 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

187-a

October 26, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

~~Mr. K. D. Lytle,~~
~~Division Engineer,~~
~~Bend, Oregon.~~

Dear Sir:

The attached price agreement for Barreling Oil and Cutback on the Fort Klamath-Crooked Creek Section is considerably in excess of that usually paid. This material is only purchased to enable the contractor to ship in car lots and avoid the uncertainty of accurate ordering, therefore we do not expect him to make a profit on the barreling, nor do we expect to pay more than our customary maintenance prices.

It will be impossible to receive approval of this agreement at more than $2.00 in excess of the F.O.B. Price unless explanatory statement of actual cost is attached.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith.
Construction Engineer.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ____________

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Lands Project E-4-A, bridges on the Drinkwater Pass-Chimney Creek section of the Central Oregon Highway, to R. F. Nichol, Vale, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

REC. HDQTRS __________ (DATE) __________

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

October 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon NRH 187-A, bridges on the Drinkwater Pass-Chimney Creek section of the Central Oregon Highway, to R. F. Nichol, Vale, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

REG. HDQTRS. ....(DATE)..............

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

September 20, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 187-A, the Drinkwater Pass-Chimney Creek section of the Central Oregon Highway, bridges in Harney County, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Reference is made to your P.S.& E. estimate of September 18 on this project, particularly in regard to the total length of the improvement contemplated. This is given as 465 ft. The exceptions listed in the project agreement for the Emergency project for bridges to be constructed at some future date totalled 484 ft. in length, making a difference of 19 ft. Will you please advise the explanation of this difference in order that we may keep the record on this project straight.

Please note corrected copy of estimate we are returning herewith. On Sheet 2, bridge No. 1851, you have shown 26 Cu.Yds. of Class A Concrete. It is evident from the plans, specifications and proposal that this should be Class D Concrete. We are calling this to your attention so that correction may be made on the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

Encl.

REG. HDQTRS/..............(DATE)..............

Oregon State Highway Department

National Recovery Highway
Project No. NRH-137-A

DRINKWATER PASS-CHIMNEY CREEK SECTION
OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, September 18, 1933

ROADWORK

Concrete Box Culverts and Earth Embankment;
(Sta. 70+88 to 71+25) (91+00 to 91+60) (95+00 to 96+00)
(Sta. 100+50 to 101+40) (107+75 to 108+28) (122+00 to 122+44)

Alternate "A"

745	cu. yds.	Excavation	$ 2.00	$ 1,490.00
415	" "	Class "A" Concrete	20.00	8,300.00
45,500	lbs.	Metal Reinforcement	0.05	2,275.00
173	cu. yds.	Rip Rap	5.00	865.00
4,120	" "	Backfill from Borrow	2.50	10,300.00
905	" "	" " Stockpile	0.30	271.50
				$ 23,501.50

Alternate "B"

745	cu. yds.	Excavation	$ 2.00	$ --
4/81 77	lin. ft.	60" Corr. Iron Pipe	12.00	--
105	" "	105" " " "	25.00	--
4,120	cu. yds.	Backfill from Borrow	2.50	--
905	" "	" " Stockpile	0.30	--

Earth Embankment Adjacent to Bridge No. 1851
(Sta. 138+52 to 138+66) (Sta. 139+00 to 139+13)

300	cu. yds.	Backfill from Borrow	$ 2.50	$ 750.00
50	" "	" " Stockpile	0.30	15.00
				$ 765.00
		Sub-total, Roadwork		$ 24,266.50
		10% Engr. & Cont.		2,426.65
		Total		$ 26,693.15

EXAMINED AND RECOMMENDED FOR APPROVAL
DIST. OFFICE RC (DATE) SEP 20 1933
REG. HDQTRS. ....(DATE)............

Bridge No. 1851 (Sta. 138+83)

45	cu. yds.	Excavation	$ 2.00	$ 90.00
13	" "	Class "B" Concrete	18.00	234.00
26	" "	" "A" "	20.00	520.00
6,000	lbs.	Metal Reinforcement	0.05	300.00
13	M-FBM	Treated Lumber	85.00	1,105.00
78	lin. ft.	Composite Handrail	3.00	234.00
			Sub-total, Bridge	$ 2,483.00
			10% Engr. & Cont.	248.30
			Total	$ 2,731.30

Length of Roadwork	431	ft.	0.082	miles
" " 1 Bridge	34	"	0.006	"
Total length	465	"	0.088	"

Cost per mile, Roadwork $ 305,886.21

National Recovery Highway Funds Requested:

Roadwork	$ 25,083.15
Bridge	2,731.30
Total	$ 27,814.45

September 19, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The P. S. & E. papers for two bridges on the Drinkwater Pass-Chimney Creek Section, Federal Lands Highway Project No. 4-A were sent to you yesterday. We did not include the grading work now under agreement in the estimate for the reason that the final voucher for that work will be sent to you in the next few days, and final payment will probably be made prior to preparation of the project agreement for the bridges. If this does not meet with your approval, however, the agreement estimate can be revised to conform with your wishes. Our idea is to include in the agreement estimate for the bridges a statement of completed work, the costs for which will be available at the time the agreement estimate is prepared.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HR

FORM 5-E-1 4000 2M 5-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 13, 1933.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads,
Box 3900
Portland, Oregon.

Dear Sir:

On the plans submitted for Project No. 187-A (Juntura-Chimney Creek, Grading) we had shown trestles at or near Stations 71+05, 91+42, 95+39, 100+90, 108+00 and 122+20.

A further study of the conditions surrounding these structures convinces us that the need can best be served by culverts. Between Station 122+20 and Station 138+83, where we have a composite frame trestle, Chimney Creek divides and the drainage area served by the above mentioned culverts is about 40 per cent of the total area served by the lower creek. Several of these sites required a structure on a rather sharp skew angle which construction is not desirable in trestle construction if it can be gotten away from.

We are accordingly submitting revised plans showing these six culverts in place of the original trestles.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

C. B. McCullough
Assistant

NOTED
State Highway Engineer

GSP:AP
cc RH Baldock

#1445
187-a

August 22, 1933

U. S. Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We have today received notice from the Secretary of State's office that Mr. Charles P. Holmes, who had a claim in the sum of $1545.31 against State Highway Contract No. 1445 awarded to General Construction Company, has filed a notice of release of claim wherein he states that all monies due him in connection with said job have been paid.

This information is transmitted to you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc General Construction Co.
3840 Iowa Avenue
Seattle, Washington

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 22 1933
OREGON
STATE HIGHWAY COMMISSION

August 21, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of the release of notice of claim by Charles P. Holmes for $1545.31 against the bond taken from General Construction Company, principal and U. S. Fidelity & Guaranty Company, surety, which notice was filed in this office on June 21, 1933.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

NOTICE OF RELEASE OF CLAIM

Secretary of State
Salem, Oregon

Dear Sir:

Heretofore, Charles P. Holmes filed in your office a claim under Section 280 Laws of 1931 for rentals of equipment as against a bond taken from the General Construction Company, a corporation as principal, and the United States Fidelity and Guaranty Co. as surety, which bond is dated the 22n day of December, 1932, and which claim is for the sum of $1545.31, all in reference to that contract, being project No. 1534, Contract No. 1445, dated the 14th day of December, 1932.

NOW THEREFORE, the said Charles P. Holmes states and declares that: Said claim and the moneys owing thereunder have been fully adjusted and settled as between the said General Construction Company, a corporation, and the said Charles P. Holmes, and the said Charles P. Holmes does hereby release and discharge the said General Construction Company and the bond so taken from it as principal and the United States Fidelity and Guaranty Company as surety.

And herewith requests and directs the said Secretary of State to release and discharge said claim of record.

Dated this 17th day of August, 1933.

CHARLES P. HOLMES

Keith A. Caldwell

COPY

RECEIVED
AUG 22 1933
OREGON

#1445

187-a

RECEIVE
AUG 21 1933
OREGON
STATE HIGHWAY COMM

August 18, 1933.

Secretary of State,
Salem, Oregon.

Dear Sir:-

We are enclosing herewith original Notice of Release of Claim filed by Chas/ P. Holmes for rentals of grading equipment used on Drinkwater Pass-Chimney Creek Section of Central Oregon Highway near Juntura, Oregon.

Will you now kindly release Mr. Holmes claim on your records.

Yours very truly,

GENERAL CONSTRUCTION COMPANY,

J E Beardsley
J. E. Beardsley

CC C. P. Price, Agent
United States Fidelity & Guaranty Co.,
Porter Building,
Portland, Oregon.

✓ R. H. Baldock
State Highway Engineer
Salem, Oregon

#1445
Harney & Mal.

117-a

August 17, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1445 for the construction of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties has been completed by the contractors, General Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 26, 1933.

For your information we wish to advise that we have been advised of the claims of Chas. P. Holmes in the sum of $242.50 for freight and $1,545.31 for rental of equipment, against this contract.

You are advised that the State assumes no responsibility for the above claim or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above cintractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $88,902.02 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

F J 4a

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

August 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Fed.Lands Hwy. Project E-4-A, Chimney Rock-Dripkwater Pass section, Central Oregon Highway, was made by a representative of this office on July 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L.J.Caufield

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
AUG 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E.C.H.P. E-187-A, Chimney Creek-Drinkwater Pass section, Central Oregon Highway, was made by a representative of this office on July 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L.J.Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 31, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

1933

Dear Sir:

We are in receipt of drawings Nos. 4748 and 4749, details of 8x8 and 4x5 culverts for use on Oregon projects E-187-A and F.L.H.P. 4-A. 71+10

Please advise us of the stations at which these culverts are to be placed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

4x5 - 71+10

8x8 - 103+30 (1849)
91+50 (1846)
13+35 (1520)
15+35 ([illegible])
16+80 ([illegible])
154+97: [illegible]
2-17' [illegible]

164+96 - 167+8?
2 - 19' Span
135+66 - 137+00
2 - 17' Span

[illegible]

FORM 5-M-1 5870 5M 10-30
Commissioners
LESLIE M. SCOTT, Chairman, Portland
E. B. ALDRICH, Pendleton
CARL G. WASHBURNE, Eugene

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

187-a

OREGON STATE HIGHWAY COMMISSION

Office of W. C. WILLIAMS, Division Engineer
LA GRANDE, OREGON
July 22, 1933.

RECEIVED
JUL 24 1933
IN REPLY PLEASE REFER TO FILE NO.
OREGON
STATE HIGHWAY C

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Relative to actual construction costs of the Drinkwater Pass and Drinkwater Pass-Chimney Creek Sections, I wish to advise that the Drinkwater Pass-Chimney Creek Section has been finaled out and shows a total cost, including engineering, of $93,465.00 as compared with the project authorization of $108,374.00. There is, therefore, approximately $15,000.00 that may be applied on another project.

The Drinkwater Pass Section has been finaled out with the exception of a small amount of earth cushion which is now being completed. This project will run very close to the estimate, and about the only funds that will be left over on this project will be approximately $1200.00 in the engineering allotment. It is very safe to assume, however, that there will be $16,000.00 left over from the two projects, which may be applied to other work.

This is contingent of course on the acceptance of the final estimate by the General Construction Company. They have informed me that they lost $22,000.00 on the Drinkwater Pass-Chimney Creek Section, and I believe they are sparring around for some basis upon which to make a claim for additional payment. I, however, know of no justifiable basis for any claim, and I do not believe this angle should be given much consideration.

REFERRED TO
Project
By State Highway Engineer

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc R. H. Baldock.

FORM 2-M-1 9648 500 6-29

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

117-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
AUG [illegible] 1933
SALEM, OREGON
STATE HIGHWAY COMMISSION

[illegible] 1933

IN REPLY PLEASE
REFER TO FILE NO

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. S. H. Probert

Dear Sir:

Herewith the semi-final estimate on the Drinkwater Pass-Chimney Creek Section, contract No. 1445, which work was recently completed by the General Construction Company.

You will note that the final estimate is approximately $10,000.00 under the preliminary estimate exclusive of engineering, and approximately $15,000.00 with engineering included. This under-run is caused mostly from a 27,000 cubic yard decrease in unclassified excavation. This decrease resulted from a greater swell on the material than was anticipated, which resulted in elimination of considerable borrow. There also was a material under-run in the amount of rip rap. The rock through Chimney Creek Section broke very blocky and this rock was used on the outer portion of fills which eliminated necessity of rip rap.

Semi-final records for this section are being submitted by express.

Very truly yours,

W C Williams

Division Engineer.

WCW:CW
Encl.

cc H. G. Smith

FORM S-H-1 5670 2M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

187-a

June 26, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

This is to advise that all work on the Drinkwater Pass-Chimney Creek Grading Project, contract No. 1445, was satisfactorily completed by the General Construction Company on June 24, 1933.

Semi-final estimate and records for the project will be submitted within ten days.

NOTED
State Highway Engineer

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc H. G. Smith.

Form 338—4M—3-33.

OREG STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 24, 1933.

Section Drinkwater Pass Chimney Cr.

Kind of work Grading

Highway Central Oregon Hwy

Section prefix 13 P.S. 187-a

Contractor General Construction

Contract number 1445

Date of contract Dec 14, 1932.

Date of completion May 31, 1933

Date work started January 10, 1933.

Estimated date of completion June 24, 1933

Amount of contract $98,212.00

Per cent of time elapsed 115 %

Estimated cost of completed project, exclusive of engineering $92,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $4,450.00, 4.8 %

Date project was completed June 24, 1933.

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The grading of the Drinkwater Pass-Chimney Creek Section was completed today. The contractor is moving his equipment to storage sheds in the vicinity of Juntura.

The portion of the project west of station 70 was topped with a basalt like deposit located opposite station 576.

The engineer's crew are working on the final estimate.

RECEIVED
JUN 26 1933
OFFICE OF
CONSTRUCTION ENGINEER

NOTED
H. W. L.

E. G. Bickmore
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	6.37				
Miles partially completed	6.37				
Miles completed	6.37				
Total estimated quantities	270000				
Estimated quantities moved or placed to date	270000				
Average daily quantities	1920				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	2				
Hours per shift	5				
Average force on project for week	77				

Percentages of men employed on contract to be secured from:

Mult. County, 68 %; Malheur County, 25 %; Harney County, 7 %; .... County, ... %

	NUMBER USED AND SECURED FROM						
	Mult COUNTY	Malheur COUNTY	Harney COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	20	14	3		30	10	77
Men and teams		4					
Men and trucks under 3 tons		1					
Men and trucks over 3 tons	5		2				
Men and tractors	1						

Equipment used during week: Shovels 2, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......,

Compressors ......, Bull dozers 1, Sheet-foot rollers ......, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		2¼ yard Shovel not in use
Friday	"		" " " " "
Saturday	"		" " " " "

#1445

187-a

June 22, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 21 enclosing copies of notice of claim filed by Chas. P. Holmes against General Construction Company in connection with its contract for the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties.

Copies of the notice are being forwarded to the contractor and its surety.

Very truly yours

Secretary

AJ

June 22, 1933

U. S. Fidelity & Guaranty Company
℅ C. O. Price
Porter Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim that has been filed with the Secretary of State by Charles P. Holmes against General Construction Company in connection with its contract for the surfacing of the Drinkwater Pass–Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, State Highway Contract No. 1443.

The claim is as follows: $1545.31 for rentals of machinery and equipment, and $242.50 for freight charges.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc General Construction Co.
3840 Iowa Ave.
Seattle, Wn.

COPY

NOTICE OF CLAIM

Under Section 280 Laws 1931

Secretary of State

Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Charles P. Holmes, has a claim for rentals of machinery and equipment to-wit: rental of one 60 Caterpillar Tractor, equipped with La Plant Choate Bulldozer, at a rental of $400.00 per month from the 24th day of January, 1933 to the 24th day of May, 1933 less a payment of $55.31, leaving a total sum owing of $1545.31 for the four-month period together with freight charges in the sum of $242.50, all against the bond taken from the General Construction Co., a corporation as principal and the United States Fidelity & Guaranty Co. as surety, which bond is dated the 22nd day of December, 1932.

For the work of building, repairing or otherwise working upon a certain 6.37 miles of road in Harney and Malheur Counties, State of Oregon, in the Drinkwater Pass-Chimney Creek Section near and adjacent to Juntura, Oregon, pursuant to a contract with the State Highway Commission, of the State of Oregon, being Project No. 1634 Contract No. 1445, dated the 14th day of December, 1932 which work is now in progress and at the stage of approximate completion.

Dated this 20th day of June, 1933.

Chas. P. Holmes

Endorsed: File No. 2264
Filed June 21, 1933
HAL E. HOSS
Secretary of State

#1445

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

June 21, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

Mr. Keith A. Caldwell, Attorney, Portland, Oregon, has forwarded to this office a notice of claim by Charles P. Holmes for rental of equipment in the amount of $1545.31 together with freight charges in the amount of $242.50 against the bond taken from General Construction Company, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Drinkwater Pass-Chimney Creek Section of the Oregon Highway, Contract No. 1445.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM

GC GC

#1445

187-a

June 21, 1933

General Construction Company
3840 Iowa Avenue
Seattle, Washington

Gentlemen:

In response to your request of June 20 we are enclosing copy of affidavit of W. K. Phillips, attorney, relative to claim of Charles P. Holmes against State Highway Contract No. 1445, grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, which was filed in this office on June 12.

Very truly yours

Secretary

AJ

C. A. A. G.

General Construction Company

GENERAL CONTRACTORS

J. A. McEACHERN PRESIDENT
D. V. McEACHERN VICE PRESIDENT
BEN COOK VICE PRESIDENT

3840 IOWA AVENUE
Seattle, Washington

TELEPHONE WEst 4320

June 20, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:- Attention Mr. H. B. Glaisyer, Secretary.

We are in receipt of a copy of your letter of June 12 1933 to United States Fidelity & Guaranty Company, c/o C. O. Price, Manager, Portland, Oregon, having reference to a claim of Mr. W. K. Phillips for the rental of certain grading equipment used in the performance of our contract for the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Malheur and Harney Counties.

Our field office at Juntura Oregon have advised us they have no information or any record of having rented or used any equipment said to be owned by this party and do not know who he is. They have requested that we secure from your office the address of Mr. Phillips and a copy of his claim to enable us to investigate further and ascertain what equipment we have used for which he has filed his claim for rental.

Yours very truly,

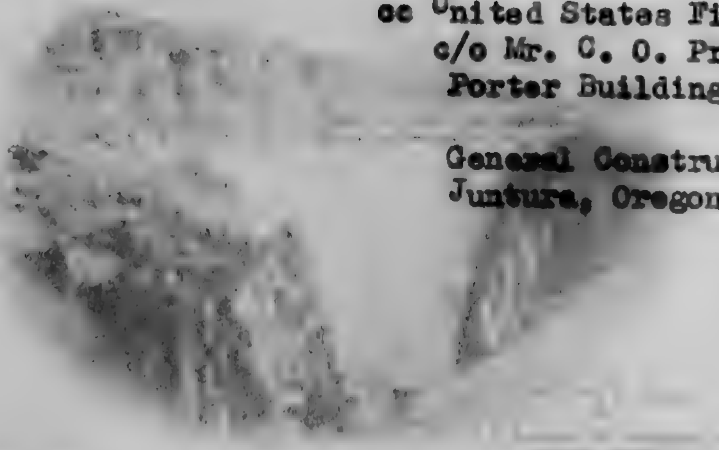
GENERAL CONSTRUCTION COMPANY,

J E Beardsley

J. E. Beardsley.

cc United States Fidelity & Guaranty Co.,
c/o Mr. C. O. Price, Manager
Porter Building-Portland, Ore.

General Construction Company,
Juntura, Oregon.



#14.

187.a

General Construction Company
GENERAL CONTRACTORS
3840 IOWA AVENUE
Seattle, Washington

J. A. McEACHERN
PRESIDENT
D. V. McEACHERN
VICE PRESIDENT
BEN COOK
VICE PRESIDENT

TELEPHONE
WEst 4320

June 16, 1933

RECEIVED
JUN 19 1933
OREGON
STATE HIGHWAY [illegible]

Oregon State Highway Commission,
Salem, Oregon.

Attemtion: Mr. H. B. Glaisyer, Secretary.

Gentlemen:-

Reference is made to your letter of June 13th calling our attention to our commission in securing the written consent of our surety on the bond furnished in connection with our contract No. 1445 - Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, which should have been submitted with our request for an extension of time on this contract.

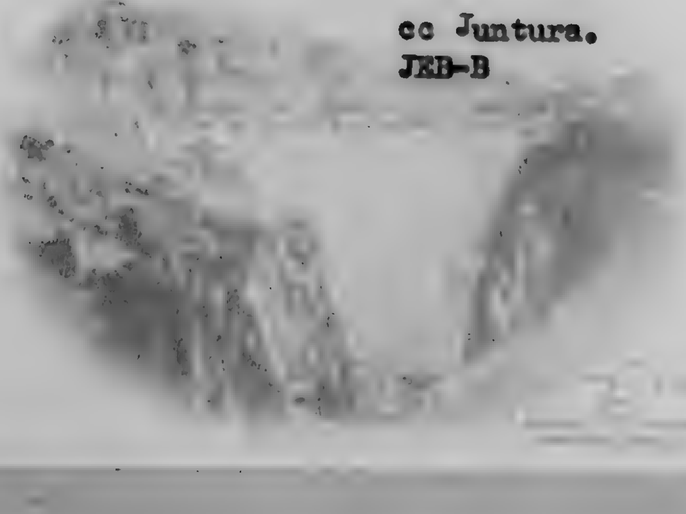
We have the assurance of the surety company their written consent to our application for the extension of time requested will be forwarded to you promptly, and if not received by you within the next day or two we will appreciate it if you will so advise us.

Yours very truly,

GENERAL CONSTRUCTION COMPANY,

J E Beardsley
J. E. Beardsley.

cc Juntura.
JEB-B



#1445

187-a

June 15, 1933

General Construction Company,
3840 Iowa Avenue,
Seattle, Washington.

Attention: J. H. Beardsley.

Gentlemen:

Receipt is acknowledged of your letter of June 13th requesting an extension of time of 30 days on your contract No. 1445 - Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties.

Please be advised that before your application for an extension of time on this contract can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Kindly secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

cc to W. C. Williams.

#144

187-a

June 12, 1933

United States Fidelity & Guaranty Company
% C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are informed that Mr. W. K. Phillips has a claim against General Construction Company, which was awarded the contract for the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, State Highway Contract No. 1445.

The claim is for the rental of certain grading equipment which was used in connection with the above-described project; the amount is not known to us.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc General Construction Co.
5840 Iowa Avenue
Seattle, Wn.

June 12, 1933

Sheppard & Phillips
Attorneys at Law
Public Service Building
Portland, Oregon

Gentlemen:

We are in receipt of your request of June 10 for a certified copy of State Highway Contract No. 1445.

Attached is certified copy of contract and bond in connection with State Highway Contract No. 1445, which was awarded to General Construction Company for the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties.

Very truly yours

Secretary

AJ

LAW OFFICES
SHEPPARD & PHILLIPS
SUITE 1208 PUBLIC SERVICE BUILDING
PORTLAND, OREGON

CHESTER A. SHEPPARD
WENDELL K. PHILLIPS

JUN 12 1933

June 10, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Please find herein enclosed affidavit in compliance with Sections 67-1101 and 49-702, which is made for the purpose of securing a certified copy of a contract by and between the State of Oregon and the General Construction Company, together with the bond therewith submitted by the General Construction Company on certain highway construction in the State of Oregon commonly known as the Drinkwater Pass Chimney Creek section of the Central Oregon Highway.

Will you kindly forward me certified copy of the said contract, together with the bond therewith submitted, and oblige

Yours very truly,

W. K. Phillips

WKP:HM
Encl.

STATE OF OREGON)
) ss.
County of Multnomah)

I, W. K. PHILLIPS, being first duly sworn, depose and say:

That I am attorney for Charles P. Holmes. That the said Charles P. Holmes did rent certain grading equipment commonly known as a 60-Tractor with a bulldozer attached, together with a certain 70 Diesel engine tractor, to the said General Construction Company, and that the said equipment was used by the General Construction Company on the Central Oregon Highway commonly known as the Drinkwater Pass Chimney Creek section, between stations 70 and 530, from on or about the 23rd day of January, 1933, up to and including the 24th day of May, 1933; and that the said Charles P. Holmes has not received full and complete payment under the said rental agreement, and that he does now have a claim against the said bond and the General Construction Company; that your affiant is acquainted with the facts in the above matter and makes this affidavit for the purpose of securing a certified copy of the contract and bond of the principal contractor, namely, the General Construction Company.

W. K. Phillips

Subscribed and sworn to before me this 10th day of June, 1933.

H. J. McMillen
Notary Public for Oregon
My Commission expires: June 3, 1934

#1445

187-a

June 7, 1933

United States Fidelity & Guaranty Company
C. D. Price, Agent
Porter Building
Portland, Oregon

Gentlemen:

We have received information today from Mr. Chas. P. Holmes of his claim, for the use of a caterpillar tractor, against the General Construction Company in connection with the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties, State Highway Contract No. 1445. Mr. Holmes states that his tractor quit working on May 24th, but does not give the full amount of his claim.

We are giving you this information since you appear as the surety on the bond furnished by the contractor in this instance.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. General Construction Co.
3840 Iowa Avenue
Seattle, Washington

June 7, 1933

Mr. Chas. P. Holmes
Juntura, Oregon

Dear Sir:

Response is made to your letter of June 3 concerning your claim against the General Construction Company for the use of a tractor in connection with the contract they hold for the grading of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney & Malheur Counties, State Highway Contract No. 1445.

In connection with this contract the contractor was required to furnish the state with a bond for the protection of labor and material claims, and all just debts, dues and demands incurred against the project. We offer this bond to you for the protection of your claim.

We suggest that you file notice of your claims with the agent of the bonding company. The bond was written by the United States Fidelity & Guaranty Company, for whom C. O. Price, Porter Building, Portland, is agent. We also suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of 1931, a mimeographed copy of which is inclosed for your reference.

You will note from this law that claims against public contracts of this kind must be filed with the Secretary of State prior to the expiration of six months from the date of completion of the project.

Very truly yours

Secretary.

HBG:jn

Juntura, Oregon.
June 3, 1933 –

Mr. R. H. Baldock.
Salem, Oregon –

RECEIVED
JUN 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir. –

Will you please give me the name of the Bonding Company for the General Const Co., on the grading job of the Drinkwater Pass – Chimney Creek section of the Oregon Central Highway, out from Juntura.

I have some unpaid Cat rental due, Should I file my Claim with the Bonding Company? And how long a time do I have? My Cat or tractor quit working May 24th, but the job is not finished yet

Thanking you. I remain.
Yours truly,
Chas. P. Holmes –

STENCIL NO. 124

E-4-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon Fed. Lands Hwy. Projects
E. 4, Secs. A ~~and B~~

May 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the _____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

RECEIVED
MAY 25 1933
STATE HI[illegible]

Agr. 15001

Form P. R. 2

State Oregon

F.L.H. Project No. E-4, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 28th day of March, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat. 805) and the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Cong.) approved July 21, 1932.

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

sixty-three thousand, nine hundred sixty and 10/100

dollars ($63,960.10) as the share of the United States payable under said act on account of Section A of said project, which is ~~does not exceed the authorized Federal pro rata share o~~f the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State .... (Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources **- Funds to the extent of $63,960.10 will be made available from appropriations made by Acts of December 30, 1930 (Public No. 550 - 71st Cong.), and July 21, 1932 (Public No. 302, 72nd Cong.), for carrying out provisions of act approved June 24, 1930 (46 Stat.805).**
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 467+00 in the SE¼ of Sec.34, T 20 S, R 36 E, W.M., and survey station 178+46.0 on the west line of the SE¼ of the SE¼ of Sec.4, T 31 S, R 37 E, W.M. (excepting therefrom the portion between survey stations 545+30 and 600+00, and 67+63 and 143+81, and the bridges between survey stations 154+85 and 155+01, 163+65 and 163+41, and 168+08 and 170+00, respectively)**

........................, length **3.387** miles, in **Harney & Malheur** County**ies**, being Section **A** of **Oregon Federal Lands** project No. **E-4**, consisting of **3.387** miles of roadway and **no** bridges, ~~each~~ of more than 20 feet clear span, **known locally as the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway between official control points Drewsey and Federal Aid Road No. 5 at Vale.**

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will plase, upon the road embraced in this project, such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) It is mutually agreed that the new structures noted as exceptions in Article II, hereof, not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordanse with plans and specifications approved by and subject to the inspection and approval of the Secretary of Agriculture or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structures, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of sixty-three thousand, nine hundred sixty and 10/100 dollars ($63,960.10), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ is ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ~~Idaho~~ OREGON (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

RECEIVED
21 1935

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highwy Commission
(Title of officer)

By E C Washburn
Member, State Highway Commission
(Title of officer)

By ______________________________

____
(Title of officer)

By ______________________________

____
(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Lands Highway** Project No. **E-6-A**, State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **63,960.10** as the total estimated cost of said project, and the sum of $ **63,960.10** as the share of the United States, payable under said acts on account of such project, which **is 100 per cent** ~~[illegible]~~ of said total estimated cost.

Done at the city of Washington, this 11th day of May, one thousand nine hundred and thirty-three.

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4929

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-187-A

April 29, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Canfield
L. C. Canfield
Highway Engineer.

Encl.

Agr. 14542

Form P. R. 2
State Oregon
Project No. E-187, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
MAY 1 - 193
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 3

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of March, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 10th day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of December, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, nine hundred eighty-nine and 03/100 dollars ($15,989.03) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 545+20 on line between Sections 35 and 36 in T. 20 S., R. 36 E., W.M., and survey station 205 in the N.W.¼ of Sec. 10, T. 21 S., R. 37 E. (excepting therefrom those portions between survey stations 600 (= 0+00) and 67+62; 142+81 and 178+45; 70+55 and 71+31; 91+20 and 91+80; 94+95 and 95+55; 100+50 and 101+26; 107+50 and 108+26; 121+80 and 122+40; and 138+40 and 139+16), length 2.841 miles, in Malheur and Harney Counties, being Section A of Oregon Federal Aid project No. E-187, consisting of 2.841 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, known o[illegible] locally as the Drinkwater Pass - Chimney Creek Section of Central Oregon Highway, between official control points Drewsey and Federal Aid Road No. 5 at Vale.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost. 8—5518

(b) It is mutually agreed that the new structures between survey stations 70+55 and 71+31; 91+20 and 91+80, 94+95 and 95+55; 100+50 and 101+26; 107+50 and 108+26; 121+80 and 122+40; and 138+40 and 139+16, not included in such plans and specifications will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structures, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112

7

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifteen thousand, nine hundred eighty-nine and 03/100 dollars ($15,989.03), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-four thousand, four hundred thirteen and 98/100 dollars ($44,413.98), the approved total estimated cost of Section A of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

6

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fifteen thousand, nine hundred eighty-nine and 03/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of April, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Les Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-187-A State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 44,413.98 as the total estimated cost of said project, and the sum of $ 15,989.03 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 14th day of April
one thousand nine hundred and thirty three

R G Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 3—4829

PR 187-a

February 8, 1933

Mr. W. E. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of revised estimate as basis for project agreement covering the Drinkwater Pass-Chimney Creek Section, Federal Lands Highway Project No. E-4-A. This estimate has been revised to exclude the work to be done between Station 543+20 and Station 600+00, which unit traverses private lands, and, accordingly, is not eligible for Federal Lands Highway funds.

Sheets 1, 2, 3, 6 and 7 of the plans which are affected by this change have been revised and we are sending, under separate cover, four blueprint copies of each for the purpose of substituting them in the plans previously sent.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Emerg. Constr. Proj. No. E-4-A

DRINKWATER PASS-CHIMNEY CREEK SECTION OF THE

CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 7, 1935

Grading: Sta. 467+00 to Sta. 545+20; Sta. 600+00 = 0+00 to Sta. 178+45.0)

All Required		Clearing and Grubbing		$ 489.45
150,000	cu. yds.	Excavation, West of Sta. 70	$ 0.21	31,500.00
13,000	cu. yds.	Common Excavation	0.20	2,600.00
25,000	cu. yds.	Solid Rock Excavation	0.58	14,500.00
239,000	yd. sta.	Overhaul	0.0075	1,792.50
24,000	yd. mi.	Truck Haul	0.06	1,440.00
3,100	cu. yds.	Selected Roadbed Topping	0.25	775.00
4,700	yd. mi.	Hauling Roadbed Topping	0.25	1,175.00
400	cu. yds.	Riprap	0.85	340.00
800	lin. ft.	18" Corr. Iron Pipe	1.22	976.00
290	lin. ft.	24" Corr. Iron Pipe	1.48	429.20
40	lin. ft.	48" Corr. Iron Pipe	4.88	195.20
90	lin. ft.	60" Corr. Iron Pipe	5.85	526.50
210	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.48	310.80
140	lin. ft.	24" Extra Strength Corr. Iron Pipe	2.61	365.40
150	lin. ft.	36" Extra Strength Corr. Iron Pipe	4.87	730.50
		Sub-total		$ 58,145.55
		10% Engr. & Cont.		5,814.55
		Total..................		$ 63,960.10

Length of Roadway	3.387 miles
Length of 3 Bridges	.046 "
Total length	3.433 "
Cost per mile	$ 18,883.99

Federal Lands Highway Emergency Constr. Funds Requested $ 63,960.10

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

187-a

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering Project No. E-187-A. This estimate has been revised to include the work to be done between Station 545+00 and 600+00, this work being on private lands as described in our letter to you concerning Federal Lands Highway Project No. E-4-A. We are sending, under separate cover, four blueprint copies each of sheets 1, 2, 5, 6 and 7, and request that these revised sheets be submitted in the plans previously sent.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-127-A

DRINKWATER PASS-CHIMNEY CREEK SECTION OF

THE CENTRAL OREGON HIGHWAY IN HARNEY & MALHEUR COUNTIES

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, February 6, 1933

Grading (Sta. 545+20 to Sta. 600+00=0+00; Sta. 67+62 to Sta. 142+81; Sta. 178+45 to Sta. 205+00)

All Required		Clearing & Grubbing		$ 410.55
22,000	cu. yds.	Excavation, West of Sta. 70+00	$0.21	4,620.00
30,000	" "	Common Excavation	0.20	6,000.00
40,000	" "	Solid Rock Excavation	0.58	23,200.00
108,000	yd. sta.	Overhaul	.0075	810.00
22,000	yd. mi.	Truck Haul	0.06	1,320.00
2,500	cu. yds.	Selected Roadbed Topping	0.25	625.00
3,600	yd. mi.	Hauling " "	0.25	900.00
1,400	cu. yds.	Riprap	0.85	1,190.00
700	lin. ft.	18" Corr. Iron Pipe	1.22	854.00
170	lin. ft.	24" " " "	1.48	251.60
40	lin. ft.	48" " " "	4.88	195.20
			Sub-total	$ 40,376.35
			10% Engr. & Cont.	4,037.63
			Total	$ 44,413.98

Length of Roadway	2.933 miles
" " 3 Bridges	.091 "
Total Length	2.841 "

Cost per mile $ 15,633.22

Regular Federal Aid Funds Requested	$15,989.03 (36%)
Emergency Constr. Hwy. Funds Requested	28,424.95
	$44,413.98

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, 1920
" " " Maint: Chap. 41, laws 1927

Oregon State Highway Department　　Emerg. Constr.
Hwy Proj. No E-187-A

Drinkwater Pass - Chimney Creek Section of
The Central Oregon Highway in Harney & Malheur Counties

(Estimate as basis for project agreement. Based on low bid prices)

Salem Oregon January 1933

Grading: (Sta 545+20 to sta. 600+00=0+00: Sta 67+62 to sta 142+81:
Sta. 178+45 to sta. 205+00)

All Required		Clearing & Grubbing		$410.55
22,000	cy	Excavation, West of Sta 70+00	$ .21	4620.00
30,000	"	Common Excavation	.20	6,000.00
40,000	"	Solid Rock "	.58	23,200.00
108,000	yd sta	Overhaul	.0075	810.00
22,000	ym	Truck Haul	.06	1,320.00
2,500	cy	Selected Roadbed Topping	.25	625.00
3600	ym	Hauling " "	.25	900.00
1,400	cy	Riprap	.85	1,190.00
700	lf	18" Corr. Iron Pipe	1.22	854.00
17	"	24" " "	1.48	251.60
40	"	48" " "	4.88	195.20
		Subtotal		$40,376.35
		10% Engr & Cont		4037.63
		Total		$44,413.98

Length of Roadway	2,933 miles
" " Bridges	.091 "
Total length	2,841 "
Cost per mile	$15,633.22
Regular Federal Aid Funds Requested	$15,989.03 (36%)
Emergency County Hwy Funds Requested	28,424.95
	$44,413.98

State Funds for County : Chap 175, laws 1917 : Chap 3 1920
" " " Maint : Chap 41, laws 1927

489.45
41[illegible]5[illegible]

Oregon State Highway Department — Federal Lands Highway
Emerg. Constr. Proj. No E-4-A

Drinkwater Pass - Chimney Creek Section of the
Central Oregon Highway in Harney and Malheur Counties

(Estimate as basis for project agreement. Based on low bid prices)

Salem Oregon January 1933

Grading: Sta. 467+00 to Sta 545+20 : Sta 600+00=0+00
to Sta. 178+45.0)

As Required		Clearing & Grubbing		* 489.45
150,000	cy	Excavation West of Sta 70	* .21	31,500.00
13,000	"	Common Excavation	.20	2,600.00
25,000	"	Solid Rock "	.58	14,500.00
239,000	yd sta	Overhaul	.0075	1792.50
24000	ym	Truck Haul	.06	1,440.00
3,100	cy	Selected Roadbed Topping	.25	775.00
4700	ym	Hauling Roadbed Topping	.25	1,175.00
400	cy	Riprap	.85	340.00
800	lf	18" Corr. Iron Pipe	1.22	976.00
290	"	24" " " "	1.48	429.20
40	"	48" " " "	4.88	195.20
90	"	60" " " "	5.85	526.50
210	"	18" Extra Strength Corr Iron Pipe	1.48	310.80
140	"	24" " " " " "	2.61	365.40

150 " 36" " . " "	4.87	730.50
Sub-total		$58,145.55
10% Engr. & Cont.		5814.55
Total		$63,960.10

Length of Roadway	3.387 miles
" " 3 Bridges	.046 "
Total length	3.433 "

Cost per mile $18,883.99

Federal Lands Highway
Emergency Constr Funds Requested $63,960.10

State Funds for Const: Chap 175, laws 1917: Chap 31, laws 1920
" " " Maint: Chap 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Lands Highway Project E-4-A, Drinkwater Pass-Chimney Creek section of the Central Oregon Highway.

We received an estimate dated December 19, 1932, for use as the basis for project agreement. Before this estimate was forwarded, we received a telephone call from your office that the portion through Section 36 had been included as public lands instead of in the private land portion of this project.

We have recently received tracings covering this project, and it is requested that the revised project agreement estimate be submitted at your early convenience in order that the project agreement may be executed.

Very truly yours,

W. H. LYNCH
District Engineer

By J. A. Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
FEB [illegible]

FORM 5-M-1 8070 8M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

187-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

February 6, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

General Construction Company,
Juntura, Oregon.

[illegible] FEB [illegible] 1933

Dear Sirs:

The labor payroll submitted for the period January 16th to January 28th inclusive, shows several instances in which you have violated the regulations pertaining to employment on your contract: H. B. Rumsey, operator of apower sharpener, worked 35 hours in one week. Marvin Mulvihill, shovel mechanic, worked 33 hours in one week. H. Addison, truck driver, worked 31 hours in one week. A. L. Shough worked 34 hours in one week.

The terms of the contract state that no person engaged in the performance of the work excepting the contractor, his executives and administrative employes, and his supervisor employes, shall be permitted to work more than 30 hours in any one week. I shall expect you to conform rigidly with this stipulation of your contract in the future.

On future labor payrolls to be submitted you will also indicate in the proper space whether or not the employes are Veterans with dependents.

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock
cc E. G. Bickmore

NOTED
State Highway Engineer

E-187A

January 28, 1933

Beall Pipe and Tank Corporation
(Kenton)
Portland, Oregon

Gentlemen:

In response to your inquiry of January 27 we are pleased to give you the following information concerning the General Construction Company's contract:

State Highway Contract No. 1445--grading of Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties--was awarded to General Construction Company on December 14, 1932.

The amount of the contract is $98,381.80. A surety bond, in like amount, was furnished by the contractor. It was written by United States Fidelity & Guaranty Company. Mr. C. O. Price is its local manager, with offices in the Porter Building, Portland.

According to the terms of the contract, the job must be completed on or before May 31, 1933.

Very truly yours

Secretary

AJ

TRADE BEALL MARK

BEALL PIPE AND TANK CORPORATION

ELECTRIC WELDED PRESSURE PIPE - METAL TANKS
CORRUGATED CULVERT - METAL FLUME - IRRIGATION
DRAINAGE SUPPLIES
STRUCTURAL STEEL WORK
METAL SPECIALTIES

PORTLAND (KENTON) **OREGON**

January 27, 1933.

Mr. H. B. Glaisyer, Sec'y.,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Would you be kind enough to give us the name of the bonding company who is bonding the General Construction Company of Seattle on their recent state of Oregon highway job near Juntura, Oregon, known as the Drinkwater Pass-Chimney Creek Grading Project.

If you will, we will appreciate it.

Yours very truly,
BEALL PIPE & TANK CORPORATION

President.

JSBeall:J

#1445

187-a

January 19, 1933

Union Oil Company of California,
Yeon Bldg.,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 17th concerning the General Construction Company contract No. 1445 for the construction of the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Harney and Malheur Counties.

Please be advised that the above contract consists of 6.37 miles of grading. The amount of the contract is $98,581.90. The bond furnished in connection with the contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price who has offices in the Porter Bldg., Portland, is resident agent. The completion date of the contract is May 31, 1933.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 8521

6TH FLOOR YEON BUILDING
Portland, Oregon

Jan. 17, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: General Construction Co.
Bonded Job 1445

We have just been advised the General Construction Co. have been awarded a bonded job in the vicinity of Ontario, Oregon. We are contemplating making deliveries to the above subject of merchandise to be used on this particular job and desire the following information. We are advised this job number is 1445 but we wish you would kindly confirm this information. The description as given to us is Drinkwater Pass Chimney Creek Section Central Oregon Highway which we would also like to have confirmed. Kindly furnish us the amount of this job together with the approximate date of completion. We would also like to know the name of the bonding company, the amount, of the bond, the local agent's name and address who wrote the bond.

For your convenience in replying and inclosing the above information you will find attached a self-addressed stamped envelope. Thanking you in advance, we remain

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. J. Myer

District Manager.

LC:R

Inc. 1 envelope

RECEIVED
JAN 18 1933
OREGON

JANUARY
Seventeenth
1933

Mr. D. H. Peoples
Acting Secretary
Chamber of Commerce
Bend, Oregon

Dear Sir:

Reference is made to your letter of recent date making inquiry as to the number of miles of the Central Oregon Highway now under contract.

We have 6.37 miles under contract at the present time, being the Drinkwater Pass-Chimney Creek Section, under contract for grading.

The State Highway Commission will receive bids January 25 for grading the Drinkwater Pass Section, which is 0.80 miles in length.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by W. C. Crews/ME

BEND

CHAMBER OF COMMERCE

BEND, OREGON

January 14, 1933

Secretary
State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly advise the number of miles of the Central Oregon highway east of Burns which is now under contract?

This information will be sincerely appreciated.

Yours very truly,

D H Peoples

D. H. Peoples
Acting Secretary

DHP/mo

Drinkwater Pass - Chimney Creek
Section under contract for grading - 6.37

Bids to be Recd. Jan 25 for grading
Drinkwater Pass Section 0.80

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

137-a

January 16, 1933

Hon. David F. Graham
County Judge
Vale, Oregon

Dear Sir:

This is to acknowledge receipt of your communication of January 12th with relation to the employment of labor on the Drinkwater Pass-Chimney Creek Section of the Central Oregon Highway in Malheur County.

The population of Malheur County is 1% of the total population of the state. It is planned to expend over the entire state approximately $5,000,000 of federal aid funds, federal public lands funds and federal forest highway funds. Of this total expenditure, approximately $250,000 or 5% of the expenditure will be in Malheur County. This is what might be termed a good Scotch bargain because Malheur County is getting five times the work that it is entitled to on the basis of population.

On the other hand, in order to be fair to the rest of the state, and particularly Multnomah County which has a third of the population and no work, it is necessary to move Multnomah County men out over the state on the various jobs. We have endeavored to do this in a way to require the smallest movement of men possible.

I trust you will understand our position in this matter, Judge, and assure you that your county has not been discriminated against in any way.

Very truly yours

State Highway Engineer

RHB:HI

cc Leslie M. Scott

DAVID F. GRAHAM, Judge
ORA E. CLARK, Commissioner
E H. BRUMBACH, Commissioner

County Court Meets on the
First Wednesday of
Each Month

MALHEUR COUNTY COURT

VALE, OREGON

Jan. 12th. 1933

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

This will acknowledge receipt of your letter of Jan. 6th. 1933, relative to the work to be done on the Central Oregon Highway from Chimney Creek to Drinkwater Pass; and will thank you for same.

I note that your good Commission has allotted 25 per cent of the labor to be used to this County of Malheur, and I wish to say that the Court here appreciates your action in that respect; but that it would like to say a word or two, with respect to the allotment of the work, as a whole, based on its own idea, and what it hears every day, relative to same, from this, that and the other fellow, who drops in to see the Court about various matters. It is the general impression that it is a foolish notion to bother with men from Multnomah County on a job like this, so far away; and that it would have been much more sensible to have employed men from the Counties adjacent to the work. This is not the Court's opinion, as it understands the position your good Commission is in, and the reasons why it is calling for men from the said County; but it does seem as if there were some merit in the objections. It costs quite a bit to get from the Big City to the work; the most of the men never saw Eastern Oregon and know next to nothing about it or its climate; and the chances are, they have not been used to real hard work such as they will be called upon to do, or else get fired. It must be hard on the Contractors and it might be hard on the County here, having to dig up to take care of some of those who may get stranded, if they are fired, and without means to get back home; but of course, there's no use talking, I know. You have your plans and they must be followed, but if you could talk to the heads of the Contracting firm, you might find out they would prefer if it were possible to get their men, nearer the work, rather than from down there.

Yours respectfully,
Dave Graham
David F. Graham,
County Judge

FORM 5-M-1 5879 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

187-a

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 11, 1933.

NOTED
State Highway Engineer

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 12 1933

Mr. R. H. Baldock,
State Highwpy Engineer,
Salem, Oregon.

Attention: Mr. H. G. Smith

Dear Sir:

Enclosed herewith special provisions and estimate of cost of the Drinkwater Pass Section of the Central Oregon Highway in Harney County. By express the following records are being forwarded to you: sketch map, profile of L line and alternate line, tracing of [illegible],100 ft. scale map, 400 ft. scale map, platted sections and 1,000 ft. scale progress map.

With reference to the alternate lines which have been run over this section, it is my belief that the line using a 5°40' curve at the summit is preferable. This line is 150 feet shorter than the alternate line which uses a 10° curve at the summit and has 37,000 cubic yards less excavation. This line as recommended has approximately 2500 feet of 6% grade when vertical curves are taken into consideration as compared with approximately the same amount of 5.5% grade on the alternate line. However, due to the better alignment, less cost and shorter distance the 6% line appears the better.

The west limit of the project has been set at station 407+94.0 but provisions should be made in the proposals to allow for the extension of the contract westward to station 402+30. If a cheaper bid than anticipated should be received, it may be possible to extend the contract to this point.

I have called for extra strength culvert pipe as the fills are all of considerable height. While some of the fills do not show at extreme height on the profile, they are however considerably greater on the lower slope. Consequently the extra strength pipe should be used.

All the land covered by the project is public domain.

Very truly yours,

WCWilliams

Division Engineer.

WCW:OW

cc S.H.Probert
cc R.H.Baldock.

HARNEY COUNTY OFFICIAL NEWSPAPER

BURNS, OREGON, FRIDAY, JANUARY 6, 1933.

$29,000 ADDED TO DRINKWATER PASS ROAD WORK FUND

Contract Bringing Central Oregon Route Nearer Completion To Profit From Recent Bid

Equipment Now Being Assembled for $130,000 State-Federal Job Between Juntura and Drewsey

The remaining balance originally allocated to the highway work on the Central Oregon between Burns and Juntura will be added to extend the work according to a letter from R. H. Baldock, highway engineer, to Archie McGowan. The contract recently awarded on a stretch of 6.37 miles was estimated at $130,000 and the bid was a little less than $100,000. Mr. McGowan wrote the state highway commission in respect to the balance that had been alloted to the Central Oregon road, suggesting the remaining funds be used toward extending the work in that sector.

Mr. Baldock wrote Mr. McGowan that an additional $29,000 would be added for immediate work. Whether this amount will be added to the present contract or submitted as another bid is not known.

Mr. McGowan made this news known to the chamber of commerce at its Tuesday noon luncheon meeting. He said he had visited Juntura last Sunday and met some of the executives of the construction company that had received the contract to build 6.37 miles in Drinkwater Pass-Chimney creek and found work progressing. Housing facilities for the employees were practically completed and a large amount of road building machinery had been brought to Juntura including big steam shovels, compressors and heavy trucks. This machinery was being assembled and moved to the scene of operations, Mr. McGowan said. As the character of work is very heavy he did not know how many men might be taken on to help unemployment but was given to understand that men were needed at the present and would be used during the construction. When asked respecting teams, Mr. McGowan said he believed that teams would not be practical on the present job, especially during the winter months when the ground was frozen.

The contract recently let does not tie in at Juntura, but starts a distance west of that town, Mr. McGowan said. The sector extends through a rough country and when completed will be almost in sight of Drewsey, making it an easy matter to connect. However, with the added amount of funds it is possible the road will be brought all the way to Drewsey and even likely to a connection with the present market road in Harney county.

FLP-4

DECEMBER
Twenty-Second
1938

W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, covering the Drinkwater Pass-Chimney Creek Section, Federal Lands Highway Project, No. 4-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/HE
Encl.

Oregon State Highway Department

Federal Lands Hwy.
Project No. 4-A

DRINKWATER PASS-CHIMNEY CREEK SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1932.

Grading: (Sta. 467/00 to 600/00=0/00; Sta. 142/81 to Sta. 178/45.0)

All Required		Clearing and Grubbing		$ 658.45
170,000	cu. yds.	Excavation West of Sta. 70	$0.21	35,700.00
13,000	cu. yds.	Common Excavation	0.20	2,600.00
25,000	cu. yds.	Solid Rock Excavation	0.58	14,500.00
256,000	yd. sta.	Overhaul	0.0075	1,920.00
27,000	yd. mi.	Truck Haul	0.06	1,620.00
3,900	cu. yds.	Selected Roadbed Topping	0.25	975.00
5,900	yd. mi.	Hauling Roadbed Topping	0.25	1,475.00
400	cu. yds.	Riprap	0.85	340.00
1,100	lin. ft.	18" Corr. Iron Pipe	1.22	1,342.00
380	lin. ft.	24" Corr. Iron Pipe	1.43	543.40
40	lin. ft.	48" Corr. Iron Pipe	4.88	195.20
90	lin. ft.	60" Corr. Iron Pipe	5.85	526.50
210	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.48	310.80
140	lin. ft.	24" Extra Strength Corr. Iron Pipe	2.61	365.40
150	lin. ft.	36" Extra Strength Corr. Iron Pipe	4.87	730.50
			Sub-total	$ 63,802.25
			10% Engr. & Cont.	6,380.22
			Total.....................	$ 70,182.47

Length of Roadway	4.425 miles
" " 3 Bridges	.046 miles
Total Length	4.471 miles
Cost per mile	$ 15,860.44

Federal Lands Highway Funds Requested $ 70,182.47

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Federal Lands Hwy.
Project No. 4-A.

DRINKWATER PASS-CHIMNEY CREEK SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

Grading: (Sta. 467+00 to 600+00=0+00 to 67+620: Sta. 142+81.0 to Sta. 178+45.0)

All Required		Clearing and Grubbing		$ 150.00
170,000	cu. yds.	Excavation, West Sta. 70	$ 0.32	54,400.00
13,000	cu. yds.	Common Excavation	0.21	2,730.00
25,000	cu. yds.	Solid Rock Excavation	0.65	16,250.00
256,000	yd. sta.	Overhaul	0.02	5,120.00
27,000	yd. mi.	Truck Haul	0.12	3,240.00
3,900	cu. yds.	Selected Roadbed Topping	0.30	1,170.00
5,900	yd.mi.	Hauling Roadbed Topping	0.12	708.00
400	cu. yds.	Riprap	1.50	600.00
1,100	lin. ft.	18" Culvert Pipe	1.75	1,925.00
380	lin. ft.	24" Culvert Pipe	2.50	950.00
40	lin. ft.	48" Culvert Pipe	6.50	260.00
90	lin. ft.	60" Culvert Pipe	8.00	720.00
210	lin. ft.	18" Extra Strength Culvert Pipe	2.00	420.00
140	lin. ft.	24" Extra Strength Culvert Pipe	3.00	420.00
150	lin. ft.	36" Extra Strength Culvert Pipe	5.00	750.00
		Sub-total		$ 89,813.00
		10% Engr. & Cont.		8,981.30
		Total		$ 98,794.30

Length of Roadway 4.425 Miles
" " 3 Bridges(243').046 "
Total Length 4.471 "

Cost per mile $ 22,326.39

Federal Lands Highway Funds Requested $98,794.30

D E C E M B E R
Twenty-Second
1 9 3 2

W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Drinkwater Pass-Chimney Creek Section, Project No. E-187-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME
Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-188-A

DRINKWATER PASS-CHIMNEY CREEK SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 19, 1932

Grading: (Sta. 67/62 to Sta. 148/81; Sta. 178/45 to Sta. 205/00)

All Required		Clearing and Grubbing		$ 260.56
2,000	cu. yds.	Excavation East of Sta. 70	$0.21	420.00
30,000	cu. yds.	Common Excavation	0.20	6,000.00
40,000	cu. yds.	Solid Rock Excavation	0.58	23,200.00
91,000	yd. sta.	Overhaul	0.0075	682.50
19,000	yd. mi.	Truck Haul	0.06	1,140.00
1,700	cu. yds.	Selected Roadbed Topping	0.25	425.00
2,400	yd. mi.	Hauling Roadbed Topping	0.25	600.00
1,400	cu. yds.	Riprap	0.85	1,190.00
400	lin. ft.	12" Corr. Iron Pipe	1.22	488.00
80	lin. ft.	24" Corr. Iron Pipe	1.48	118.40
40	lin. ft.	42" Corr. Iron Pipe	4.88	195.20
		Sub-total		$ 34,719.66
		10% Engr. & Cont.		3,471.95
		Total....................		$ 38,191.61

Length of Roadway	1.803	miles
" " 7 Bridges	.092	"
Total length	1.895	"
Cost per mile	$ 20,153.88	

Regular Federal Aid Funds Requested	$ 13,748.97 (36%)
Emerg. Constr. Hwy. Funds Requested	24,442.64
	$ 38,191.61

State Funds for Construction: Chap. 175, laws 1917; Chap. 21, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No: E-187-A.

DRINKWATER PASS-[illegible] CREEK SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY AND MALHEUR COUNTIES

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

Grading: (Sta. 67+62 to Sta. 145+80; Sta. 178+45 to Sta. 205+00)

All Required		Clearing and Grubbing		$ 100.00
2,000	cu. yds.	Excavation West of Sta. 70	$0.32	640.00
30,000	cu. yds.	Common Excavation	0.21	6,300.00
40,000	cu. yds.	Solid Rock Excavation	0.65	26,000.00
91,000	yd. sta.	Overhaul	0.02	1,820.00
19,000	yd. mi.	Truck Haul	0.12	2,280.00
1,700	cu. yds.	Selected Roadbed Topping	0.30	510.00
2,400	yd. mi.	Hauling Roadbed Topping	0.12	288.00
1,400	cu. yds.	Riprap	1.50	2,100.00
400	lin. ft.	18" Culvert Pipe	1.75	700.00
80	lin. ft.	24" Culvert Pipe	2.50	200.00
40	lin. ft.	48" Culvert Pipe	6.50	260.00
			Sub-total	$ 41,198.00
			10% Engr. & Cont.	4,119.80
			Total	$ 45,317.80

Length of Roadway	1.803 miles
" " 7 Bridges	.092 "
Total length	1.895 "
Cost per mile	$ 23,134.66

Regular Federal Aid Funds Requested	$ 16,314.40 (36%)
Emergency Constr. Hwy. Funds Requested	29,003.40
	$ 45,317.80

187-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 19, 1932

RECEIVED
DEC 21 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Supplementing our letter of December 12, 1932, you are advised that on December 8, 1932, the Secretary of Agriculture approved Oregon project statement No. 187, involving the improvement of 62.3 miles of the Burns-Juntura Section, Central Oregon Highway between a connection with Federal Aid Route No. 5 at Vale, in Harney and Malheur Counties, for which the preliminary estimate of cost is $1,000,000, the preliminary estimate of cost for the portion to be first improved amounting to $100,000.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

FORM [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

R 187a

December 15, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The bid price on the Drewsey-Chimney Creek Section was considerably lower than the estimated cost and therefore it may appear advisable to the Commission to spend the remaining money on the Central Oregon Highway, in which case it would be confined to the Federal Land Section.

It would be advisable therefore, to concentrate your efforts to see that the line is definitely located in the vicinity of the Drinkwater-Summit Section so that we can put on another project of about $25,000.00 if necessary.

I note in Chidsey's last report that the curvature on his new line was considerably sharper than he first reported, therefore it would appear that considerable study should be given to this section.

I will endeavor to make an inspection of this and the Federal Lands Highway, Winnemucca-Crane, immediately after the first of January.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to

R. H. Baldock ✓

CONTRACT#1446,

PR 131-D Central Point-Medford Sec. 1932

#1446

January 6, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $5,889.94 for the Central Point-Medford Section, Project No. [illegible].

We are, likewise, enclosing three copies each of the resolutions passed by the cities of Central Point and Medford guaranteeing that no encroachments will be permitted upon the right-of-way of those portions of the project which are situated within the city limits.

The constructed length of the project is the same as given in the plans which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MR

Encl.

G 21

FORM 5-A-1 10103 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 4, 1935.

NOTED
State Highway Engineer

IN REPLY PLEASE REFER TO FILE NO. 1310

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The enclosed bill from the City of Medford was for work done at the 5 x 5 box culvert at Station 22+96, on the Medford-Central Point. It involved putting a pipe through this box culvert. The two valves used were put in so that this pipe could be taken out or repaired in the future. This is probably a proper charge to the state as the con tractor's attention was not called to this as an item of clearing.

To my knowledge this bill has not been presented to the State previous to this time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by-W. H. Stewart,
H.

CC R. H. Baldock ✓

FORM 5-A-1 5030 5M

COMMISSION[illegible]RMAN, PORTLAND
LESLIE M. SCO[illegible]E, EUGENE
CARL G. WAS[illegible]DLETON
E. B. ALDRIC[illegible]
H. B. GLA[illegible] SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Roseburg, Ore.
August 28, 1933

AUG 30

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: CARL F. SMITH

Dear Sir:

I have your letter of August 24th, at hand with the attached claims from the City of Central Point in the amounts of $6.60 and $12.05. Both of these bills should have been presented to you as against the State Highway Commission and I have so changed the one made out to Jacobsen-Jensen. There was some question about who was responsible for the $12.05 but I have recommended that we pay and J. M. Devers has agreed in a letter written to Mr. Baldock on August 11th. You may therefore combine the bills and pay both to the City of Central Point. The city will appreciate receiving this money as they have waited quite awhile and have called on me a couple of times for it.

cc. R.H. Baldock
RAC:AV

Very truly yours,

R. A. Collier
Division Engineer

#1446

131-D

August 17, 1933

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1446 for the construction of the Central Point-Medford Section of the Pacific Highway in Jackson County has been completed by the contractors, Jacobsen-Jensen Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 26, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $90,271.86 including the final payment. Of this amount $49.75 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

FORM 8-K-1 10109 900 7-33

COMMISSIONERS
[illegible] SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

131 D

August 11, 1933

Mr. R. H. Baldock,
Office.

Dear Sir:

I am handing you the attached letter from Mr. Collier and some duplicate bills totaling $20.65 incurred by the city of Central Point in replacing some water pipes which it appears were disturbed in connection with our highway construction work carried on at that point by the contractor Jacobsen-Jensen.

I am inclined to approve Mr. Collier's suggestion that the State pay the bill. I think it would be easily contended that it was not contemplated by either the State or the contractor that any such item of expense would develop, unless it can be said that the language " to include the furnishing of the foundations and the provision for suitable connections for the toilets" was intended to cover the matter under discussion. I am rather of the opinion, however, that the connections meant would be simply to restore connections which had been disturbed in the moving of the building and would not necessarily mean the relaying of pipe lins which had been disturbed in connection with the grading. I take it that the pipes which were disturbed and for the relaying of which a claim is now being presented were not directly connected with the building which was moved.

Because of these circumstances and the smallness of the bill, as I have already stated, I'm inclined to accept and agree with Mr. Collier's suggestion.

Yours very truly

JMD
J. M. DEVERS

JMD:PW
Inc.

cc E. A. Collier

NOTED
State Highway Engineer

file

M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

131D

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
August 7, 1933

RECEIVED
AUG 8 - 1933
OREGON
STATE HIGHWAY COMMISSION

In reply please refer to file No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. M. DEVERS

Dear Sir:

Your letter of July 20th, received stating that you had received a bill from the City of Central Point for $20.65 for changing and repairing water pipe line on Front Street where Jacobsen-Jensen were grading and paving the Pacific Highway.

Jacobsen-Jensen refused to pay this bill to the City on the grounds that it covered work not included as any pay items on their contract. There is some question whether there attitude is correct with regard for the items for work at the section house. In the lump sum bid for clearing, we included the moving of certain buildings at the section house "to include the furnishing of the foundations and the provision for suitable connections for the toilets". The pipes were laid at this place and at the oil tanks and at the S. P. Depot so close to the surface of the ground that our construction rendered necessary the lowering of the pipes. In several cases the pipe was broken by the contractor's equipment. This was a city street before the Pacific Highway location was changed so that the city is entitled to pay for this work. The lowering of water pipes is frequently paid for as an extra work item for the reason that it is not included under any pay item in most contracts. Mr. Stewart and I thought that the State should certainly pay the items of February 8th, and March 14th, and that the contractor had some obligation with regard to the items for February 24th, and February 27th. The items are rather small and if Jacobsen-Jensen's final is going through in smooth order without argument, I recommend that the State pay this entire $20.65.

Attached hereto you will find the above mentioned bill split up as suggested, in duplicate to each of which I have attached my approval in case you care to follow my suggestion.

Very truly yours,

E A Collier

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AM

NOTED
State Highway Engineer

file

1-31 d

July 18, 1933

Jacobsen-Jensen Company
407 Stanton Street
Portland, Oregon

Attention: Mr. [illegible]

Gentlemen:

The enclosed bill for $140.00 for a planer float used by you on the Central Point-Medford Project is being returned to you as a claim not eligible for payment by the State Highway Commission.

The two or three cases in which planer floats were furnished by the state are cases in which the floats were placed as demonstration equipment after the contractor had already provided other equipment conforming with our specifications. We are informed that this was not the case on the Central Point-Medford Project, and that although this particular type of float was furnished at the suggestion of the engineer, it was furnished in lieu of other equipment and the benefits of its use accrued to your company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

cc E. G. Smith
cc E. A. Collier

PHONE GARFIELD 3313

JACOBSEN-JENSEN CO.
GENERAL CONTRACTORS
407-413 STANTON STREET
PORTLAND, OREGON July 15,1933.

RECEIVED
JUL 18 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
State Office Building,
Salem,Oregon.

Gentlemen:

Attention Mr.Probert,

Enclosed please find statement from the Beaver Portland Cement Company showing the settlement for the cement furnished us on the Central Point-Medford Highway Job.

We are also enclosing a bill for $140.00,for the Planer Float ordered by you,but which were furnished to other contractors by you free of charge,we are

Very truly yours,

By W.T. Jacobsen
Sec'y-Treas.

WTJ-L

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/HR

1345

July 12, 1933

Mr. R. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

We are in receipt of your letter of July 11th with Resident Engineer Stewart's letter attached showing computations for the price per barrel for cement adjustment on the Central Point-Medford paving job, Contract No. 1446.

Please be advised that a receipted bill or certified statement from the cement company will be required in addition to the statement submitted by Mr. Stewart.

In arriving at the amount to be allowed for sack loss, it should be remembered that this item should include the cost of cleaning, baling, transporting back to the cement mill, etc., of the sacks in addition to the actual deterioration or loss of sacks. From the foregoing, it would appear that the sack loss of 2% claimed by the contractor is insufficient. Some contractors claim the loss on sacks amounts to 25% or 10¢ per barrel, but this is a high figure and we recommend that you put the loss on sacks at 12½% or 5¢ per barrel.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER

10M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 12 1933
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE
REFER TO FILE NO.

Roseburg, Ore.
July 11, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

Please refer to your letter of July 8th, regarding price per barrel for cement adjustment in connection with the Central Point-Medford paving job, contract #1446.

We are attaching hereto a copy of a letter from Resident Engineer, Stewart, showing computations used in arriving at the price of $2.823 per barrel. In substantiation of these figures we would like to state that Mr. Muirhead, representative for the cement company, stated in Mr. Collier's presence that the cost to Jacobsen-Jensen was $3.23 per barrel f.o.b. Medford and that the Jacobsen-Jenson company were entitled to the 2% cash discount and further that their sack loss was not to exceed 2%. The cost of 5¢ per barrel for unloading would appear to be reasonable.

If a receipted bill in support of the price Paid per barrel by the contractor is required in addition to the above information, please advise and we will obtain same for you.

Very truly yours,

E. A. Collier
Division Engineer

By CDCannon
C. D. Cannon
Office Engineer

cc. R.H. Baldock
CDC:AW

July 8, 1933

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Bldg.
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of June 30th, regarding encroachments on the right-of-way of the Southern Pacific Railroad which occur on Project E-13[illegible]-B, Central Point-Medford Section.

We are, accordingly, enclosing herewith three copies of the easement granted by the railroad company to cover the encroachments.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 30, 1933

3 copies of deed

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Your attention is invited to the fact that the agreement for Oregon E-131-D, Central Point-Medford section of the Pacific Highway, contains the following clause:

> "Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railroad."

Will you kindly advise us of the progress being made toward compliance with this requirement?

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
JUL 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 94-1 0701 7500 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

131R

Roseburg, Ore.
July 8, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: CARL F. SMITH

Dear Sir:

Attached hereto you will find bill of Jacobsen-Jensen for royalty on filler material in the amount of $14.88 on the Central Point-Medford Section.

The contractors acquired the right to borrow from a certain piece of property. I understand they paid the owner a lump sum based, however, on 3¢ per cubic yard. The contractor took out several thousand yards of material, some gravel and some borrow besides the yardage for filler. Under the terms of our State contracts the State is to provide the right to borrow filler. Jacobsen-Jensen said a month ago that they had made a down payment on this pit and would pay all the price to the owner.

In my opinion the royalty on this filler should be paid to Jacobsen-Jensen.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

RECEIVED
JUL 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

Form 303—1M—

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 1,1933, 193

Section Central Point Medford,

Kind of work Grading and Paving

Highway Pacific

Section prefix 15 P F 1315

Contractor Jacobsen and Jensen

Contract number 1446

Date of contract Dec. 14, 1932, 193

Date of completion June 15, 1933, 193

Date work started Jan. 30, 1933, 193

Estimated date of completion June 8, 1933, 193

Amount of contract $ 89,934.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 91,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 5000, 5.7 %

Date project was completed June 8, 1933, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineering party expressed semi-final estimate June 30, to Div. Office and have started work on The Green Cr. Jackson Co. Line section.

On completion of that estimate, there will be several days of cleaning up little jobs on this 15 P F unit, such as right of way markers and etc.

No transfers of personnel this week.

JUL 5 - 1933

W.H.Stewart, Box 677, Meeford, Oregon

Telephone address

% Co. Engrs. Office, Medford.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

TE A	GRADING	SURFACI G	M TENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

RECEIVED
JUL 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

July 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E.C.H.P. E-131-D, Central Point-Medford section, Pacific Highway ____________, was made by a representative of this office on June 29, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L.J.Canfield
Highway Engineer

REFERRED TO
Probert
By State Highway Engineer

[illegible]

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1314

June 20, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The Federal Aid Project between Central Point and Medford at the ends of the concrete pavement, therefore it would be impossible to secure any co-operation on the pavement placed outside the limits of the Federal Aid Project. They will not cooperate on any program which is to the slightest extent outside of the limits of the original project, therefore there would seem no necessity for changing the Maintenance Order to a State Force Work Order, although you may do so if it is necessary for maintenance records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

FORM 5-A-1 6680 5M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1215

June 16, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: C. B. McCULLOUGH

Dear Sir:

On June 9th, I wrote you concerning the placing of screens over inlets to syphons on the Central Point-Medford Section. Attached hereto you will find dimensions and stationing of the syphons I had in mind. I am particularly interested in having the first two at station 42+97 and 46+50 safeguarded.

Mr. Skelton suggests a wooden grisley or trash rack screen which would rest on the parapet wall in the intake to the syphon and reach across the opening.

Very truly yours,

R. A. Collier
Division Engineer

cc. R.H. Baldock
RAC:AW

NOTED
State Highway Engineer

S-A-1 3000 6M 5-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

121

OREGON STATE HIGHWAY COMMISSION

SALEM

June 15, 1933

IN REPLY PLEASE
REFER TO FILE NO.

W. H. Stewart
Resident Engineer
Medford, Oregon.

Dear Sir:

Your letter of June 12th, received setting forth the cement adjustment rate for the Jacobsen-Jensen contract on the Central Point-Medford Section. A comparison of the costs on Dunn & Baker at Green Creek and Jacobsen-Jensen at Central Point is as follows:

	Dunn & Baker Green Creek.		Jacobsen-Jensen Medford.	
	+	-	+	-
Cost f.o.b. siding	$3.27		$3.23	
2% cash discount		0		.065
Unloading	.04		.05	
Credit for sacks returned		.30		.392
	3.31	.30	$3.28	.457
	.30		.457	
NET..............	$3.01		$2.823	

Mr. Muirhead, salesman for the cement company stated in my presence that the cost for Jacobsen-Jensen was $3.23 f.o.b. Medford and that they were entitled to a 2% cash discount and that their sack loss was not to exceed 2%. It is possible that Jacobsen-Jensen's cost on the first car load of cement which was unloaded at Central Point and warehoused there, would be more than 5¢ per barrel but on the rest of the job where they truck directly from the cars I expect their cost would not exceed 5¢.

While the difference in net cost of 19¢ per barrel appears large, I can not find any error with the Jacobsen-Jensen net cost and you may use it in your next estimate. Should any difference develop this can be adjusted later.

In regard to Dunn & Baker's figure, they themselves set the credit for sacks returned at 30¢ on another job and can not consistently request the larger credit on this job.

Very truly yours,

E. A. Collier
Division Engineer

cc. S.H. Probert
EAC:AW

NOTED

#1446

1310

June 10, 1933

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Receipt is acknowledged of your letter of June 9th advising that the Jacobsen-Jensen Company contract No. 1446 - Central Point-Medford Section, had been completed and that their application for a 30 day extension of time would not be necessary.

Please be advised that the Highway Commission granted them an extension of time of 30 days without penalty on May 19th. Due to the fact that the application has been acted upon by the Commission we will not be able to cancel same.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

#1446

7670 500 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

June 9, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

On May 12th, I wrote you a letter recommending an extension of thirty days for Jacobsen-Jensen on their contract #1446, Central Point-Medford Section in Jackson County. They had made an application for this extension fearing that they would not be able to complete on June 15th. I am pleased to report, however, that the job is being completed today and that this extension will not be required. In case the Commission has acted thereon, the extension might be cancelled in order to make the record clear.

Very truly yours,

E A Collier
E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

[illegible]

FORM 5-A-1 [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1315

OREGON STATE HIGHWAY COMMISSION
SALEM

June 9, 1933

IN REPLY REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: C. B. McCULLOUGH

Dear Sir:

On the Central Point-Medford Section of the Pacific Highway a number of irrigation siphons were constructed. Some of these are quite near the town of Medford and form a point of interest for children. I fear that should a small child fall in one of the entrances, the depth of the intake and the suction might cause a drownding.

I do not recall that siphons in other parts of the state are screened, but it seems to me that we could place a screen over the entrances, at least, to the siphons and prevent the possibility of an accident.

Our contractor has completed the construction of this job and if the above meets with your approval, I would appreciate having your department make an investigation and a design of a suitable screen and place such screens at your early convenience. I will within the next few days mail you a list of the stations of the siphons together with dimensions of the entranceboxes.

Very truly yours,

E.A. Collier
Division Engineer

cc. R.H. Baldock
cc. E.G. Smith
EAC:AW

FORM S-A-1 7933 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

121d

NOTED

May 12, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
MAY 13 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

The Jacobsen-Jensen Company have requested an extension of time of thirty days on their contract No. 1446, Central Point-Medford Section in Jackson County and have secured the consent of their surety to such an extension. The completion date in their contract is June 15th, 1933.

In my opinion these contractors have used every reasonable effort to push their job along. They have graded in the mud when it would have been cheaper to wait. They have used double shift on the grading and paving and in my opinion are entitled to an extension without penalty. The federal Act under which the State receives money for this job has been modified since the contract was written up so that the State will not lose this money should some part of it be unexpended before July 1st, 193 The public has not been put to inconvenience by reason of this extension of time. The contractor is making very good progress on his concrete and I think should finish before the thirty days askdfor.

I recommend that an extension of thirty days be granted without penalty.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

1310

Central Point
Medford Paving

May 5, 1933

Mr. W. E. Stewart
Highway Resident Engineer
Medford, Oregon

Dear Sir:

At Mr. Finkbiner's request, we are sending to you herewith a blueprint showing the standard design for reinforcing pavement slabs at bridge ends.

Mr. Finkbiner seemed to be of the opinion that you desire this information for reinforcing slabs which extends over a concrete box culvert or some type of siphon. If the slab in which the reinforcement is to be used extends continuously over some such fixed structure, the reinforcement shown in the standard bridge end design will not be satisfactory and a special design should be worked out and submitted to this office for checking.

If the reinforced slabs are to be used in connection with a box culvert, the top of which is from six to nine inches below the grade established for the top of the pavement, an arrangement such as is used in the design shown on the accompanying sheet for a box culvert crossing could be used.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

cc E. A. Collier

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1315

May 2, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached you will find cost reports submitted by Charles E. Ramp, cost-keeper on the Central Point-Medford Section, Pacific Highway, contract 1446. One of these reports covers the period to March 15th, and the other from March 15th, to April 15th.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

NOTED
State Highway Engineer

cc. R.H. Baldock
CDC:AW

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-131-D

POST OFFICE BUILDING
PORTLAND, OREG.

April 29, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer.

Encl.

RECEIVED
MAY 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Ayp-14541

Form P. R. 2
State Oregon
Project No. E-131, Section D

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

RECEIVED
MAY 1 193
OREGON
STATE HIGHWAY DEPT

WASHINGTON
VERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 23rd day of March, 1933 by and between the Oregon State Highway Commission

, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of May, 1929, a revised project statement, which was approved by the Secretary on the 29th day of June, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 12th day of December, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-five thousand, two hundred seventeen and 86/100 dollars ($35,217.86) as the share of the United States payable under said act on account of Section D of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3+00 on Riverside Drive in Medford near the north city limits, and survey station 165+86 on Front Street at the south line of Pine Street in the town of Central Point,

, length 3.082 miles, in Jackson County, being Section D of Oregon Federal Aid project No. E-131, consisting of 3.082 miles of roadway and no bridges/~~each~~ of more than 20 feet clear span, known o~~f a mile in length~~ locally as the Central Point - Medford Section of the Pacific Highway, between official control points Medford and Grants Pass.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

from "Emergency Construction Highway funds" appropriated by

(Include amount, date, and citation of

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of thirty-five thousand, two hundred seventeen and 86/100 dollars ($ 35,217.86), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of ninety-seven thousand, eight hundred twenty-seven and 40/100 dollars ($ 97,827.40), the approved total estimated cost of Section D of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ...D.... of said project shall not in any event exceed the sum of ....Thirty-five thousand, two hundred seventeen and 86/100.... certified to the Secretary of the Treasury as above mentioned, which does

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 14th day of April, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission
(Title of officer)

By ....

Member, State Highway Commission.
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-131-D State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 97,827.40 as the total estimated cost of said project, and the sum of $ 35,217.86 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 17th day of April
one thousand nine hundred and thirty three.

R G Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4820

131D

APRIL
Fourth
1933

Mr. R. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

In reply to the inquiry contained in your letter of March 31, concerning encroachments upon the right-of-way of that portion of the Central Point-Medford Project which is situated within the city limits of Central Point, please be advised that we have no record of receiving the resolutions from the town of Central Point.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

FORM S-8-1 7486 1M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

131D

March 31, 1933

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

On February 17th, you sent us resolutions to be signed by the city officials of Central Point and Medford relating to the construction within the city limits of these two townsof the Central Point-Medford grading and paving job. We returned to your office the forms signed by the officials of Medford but have not yet received the ones to be signed by the officials of Central Point. We have written the city council a time or two regarding the return of these but so far I have not received them. Were they sent directly to your office. If not, kindly advise and we will again write the city council requesting that they be sent in immediately.

Very truly yours,

E. A. Collier
Division Engineer

By C D Cannon
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AW

APR 1 1933

5M 2-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
[illegible], PENDLETON

[illegible] GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1315

March 30, 1933

IN REPLY PLEASE REFER TO FILE NO.

NOTED
State Highway Engineer

RECEIVED
MAR 31 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Herewith order for State Force Work on the Central Point-Medford grading and paving contract No. 1446.

The present grade crossing of the Owen Oregon Lumber Co. Railroad at station 81 had a grade across the pavement and is too low to drain good. It is necessary to raise the railroad track at the east edge of the pavement about .6. A plan for the intersection showing grades was submitted to the Salem office about a week ago. When we secured right of way from the Owen Oregon Lumber Co. it was agreed that any work which might be necessary at the railroad crossing would be paid for by the State. To meet the grade at the pavement it will be necessary to raise the railroad grade 400 or 500 feet east of the crossing. This will require not over 100 yards of gravel topping for ballast and the replacement of a number of soft ties which serve in their present place but could not be raised.

This order is to cover ties and labor of the railroad section gang. A part of the cost absorbed by the Lumber Co., who have agreed that the cost to the state shall not exceed $100. for labor and ties. The contractor expects to switch from gravel topping to paving material very soon and we would like to get authorization as soon as possible.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

FORM 2-A-1 ...
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1310

March 30, 1933

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAR 31 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Your letter of March 29th, received concerning the placing of 600 super safe [illegible] blocks on the Central Point-Medford project. Please advise the dimensions of these blocks and the location at which you plan to place them. We have one 4° curve entering Medford and another 4° curve at station 60 and two 8° curves at Central Point.

NOTED
State Highway Engineer

I am asking Jacobsen-Jensen to sign a price agreement in accordance with their letter.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

6700 1000 12-32

COMMISSIONERS

M. SCOTT, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
ALDRICH, PENDLETON

GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1315

March 29, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The attached is a copy of letter from Jacobsen & Jensen, relative to the estimated cost for the installation of 600 Supersafe Ferntile blocks on their Central Point-Medford project.

Please submit this information on price agreement form signed by the contractor for approval.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R.H.Baldock ✓

Encl.

NOTED

FORM 2-C-1 7459 1M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

PR# 121

Central Point - Medford, Paving

March 24, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

Your letter of March 21st, at hand concerning design of the concrete pavement at the junction with the existing highway at the Owen Mill north of Medford. You will note at station 22+05 that we will place about 30' of concrete between the present concrete pavement and our new pavement. With a change in temperature of 80° and considering the old pavement as rigid and the new pavement in the Y as free to move on the base, the movement of .01' would be produced at the east side of our new pavement and if no expansion is provided at this point it is possible that diagonal cracks might be produced in our new pavement.

I realize the pavement will be retarded by friction on the bottom and that this movement will be less than computed; I am therefore requesting Stewart to eliminate the longitudinal expansion joint and to move the transverse expansion joint from station 22+35 south to station 22+20.

Very truly yours,

E. A. Collier

E. A. Collier
Division Engineer

EAC:AW

1215

Medford-Central Point.

MARCH
Twenty-First
1933

Mr. R. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

As requested in your letter of March 20, we are today sending to your Resident Engineer, W. H. Stewart, of Medford, blueprint copies of the tracing showing the panel layout for the concrete pavement at the junction with the existing highway north of Medford. A blueprint copy of the same tracing is being enclosed herewith for your files.

From this layout plan it appears that you are planning to construct a standard expansion joint along the east side of the main 20 foot strip of pavement between Station 21+13.5 and Station 22+20. It is our opinion that an expansion joint in that location is not only unnecessary but undesirable, and that it would be preferable to use the standard tongue and groove ~~or~~ type longitudinal joint with standard 3/4 inch tie bars. The use of the expansion joint in that location was not contemplated in the plans, and will result in considerable extra expense.

If you still hold the opinion that an expansion joint is necessary in the location above referred to, will you please advise us as to the conditions which make it necessary before placing orders for the dowel bars and other materials required in its construction.

The tracing of the layout plan is being returned to Mr. Stewart.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

MISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

March 20, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

Inclosed you will find a tracing showing the proposed intersection near Medford on the Medford-Central Point paving job. Will you please send us one copy of this print and five copies to Resident Engineer, Stewart at Medford.

Very truly yours,

E. A. Collier
Division Engr.

By CD Cannon
C. D. Cannon
Office Engr.

cc. R.H. Baldock
CDC:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 16, 1933

RECEIVED
MAR 1[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed are three copies of project agreement for Oregon Emergency Construction Highway Project E-131-D, for signature and return to this office. Also enclosed is one copy each of agreement estimate and approved specifications.

As the location varies materially from that shown on the approved project statement sketch map, we have been requested to secure four copies of revised project statement sketch map showing the new location. Please submit these as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

Encls.

[illegible]

Form 5-A-1 6766 7500 12-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 10, 1935

IN REPLY PLEASE REFER TO FILE NO.

E. H. Judd, Sect'y
Rogue River Valley Irrigation District
Medford, Oregon.

Dear Sir;

Your letter of March 7th, at hand today in regard to the concrete culvert near station 16. Jackson County requested permission to extend this culvert to permit the Court Street connection. As we first had the box planned, the end would have been in the middle of their street and they would later have had to extend the box at an additional cost. Since it appeared that the construction of the Court street entrance to Medford, would be of considerable benifit to travel, we gave them permission to extend the box and this has resulted in a sharp turn in the canal. I was in Medford yesterday and wish that I had called at your office, but was busy all day with right of way and other problems. I asked the boys yesterday if they had talked to you about the change in this culvert and was sorry to hear that they had not discussed it with you. Goodnight told me that the top of our box would not encroach on your water level.

In your third paragraph, you ask for a right of way deed or perpetual easement for the new location of the canal at least 24' in width. Our right of way was increased 10' at this location to permit the construction of your canal. I would recommend a deed to the district for this ten foot strip but could not recommend the transfer of a 24' width as this would leave us only 26' on that side of the center line, whereas our standard width is 40' on each side of the center line.

In your last paragraph, you ask the State to rebuild the wooden control gate at station 23 and place some kind of rack to protect the siphon against debris. I will call at your office on my next trip and we will try to figure out something satisfactory.

Very truly yours,

E. A. Collier
Division Engineer

NOTED
State Highway Engineer

cc. RH. Baldock
cc. W.H. Stewart

EAC:AW

FORM S-A-1 6786 7969 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 10, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

In answer to your letter of March 6th, in regard to the siphon at station 143 on the Central Point-Medford project, will state that this siphon pipe has been placed and that the concrete head boxes will be placed during the coming week. I went over the situation with Mr. Love and Mr. Gardiner yesterday and Mr. Love agreed to let us construct the concrete head boxes on his land immediately adjacent to the right of way. He further agreed to let us construct the irrigation ditch and flume from Beal Lane west to station 188 on his property immediately adjacent to the right of way line. North of a point near station 188 he wants us to install a pipe instead of an open ditch. I told him I would have our boys stake the grade for a ditch and would walk over this part of the project again on my next trip and I may be able to ensure his permission to construct an open ditch on this part of the line also. Mr. Love asks us to build the fences for him. Gardiner had told him that the State would pay him for construction of the same kind of a fence as he has around the rest of his farm, which Gardiner has estimated would cost $1.35 per rod. Mr. Love gave us permission to build the fence and put in the gates for him and requested us to do so at our early convenience. I do not like to build fence at any time, but since his permission to construct the irrigation ditch was coupbed with the fence deal, I am not opposed to building the fence.

The construction of the fence will remove that element of damage from the controversy. It will make his property look much better to have the fence all built before settlement is made for damages. It will inclose his property which we have opened to the highway.

A copy of the letter giving us permission to do the above mentioned thinks is being sent to Mr. Devers by Mr. Gardiner. This letter was written by Attorney A. E. Reams. If the construction of this fence meets with your approval, it is my intention to requesition the material from the Board of Control and have the work done by State Force and charged to right of way prefix. I do not wish this expense tied on to the contract and think it inadviseable to have the contractor do the work. Please advise me concerning the fence.

Very truly yours,

cc. R.H. Baldock
EAC:AW

NOTED
State Highway Engineer

E. A.Collier
Division Engineer

FORM 5-A-1 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1315

OREGON STATE HIGHWAY COMMISSION

SALEM

March 6, 1933.

IN REPLY PLEASE
REFER TO FILE No.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I have noted the correspondence in regard to the siphon at Station 143 on the Central Point-Medford project.

It is my recommendation that the siphon pipe be installed at this place with concrete head boxes if they can be practically constructed on the right of way. If they need to be constructed on the owner's property and he refuses to allow us to build them the boxes may be omitted until the irrigation ditch has been settled, but we should have the pipe installed at this time so as to secure settlement and not injure the pavement by the installation of the pipe later.

It appears to me that the siphon can be designed for the most practical ditch grade without actually building the ditch at this time. Mr. DeSousa is going to make the property owner a written offer to construct the ditch as agreed in a tentative arrangement but I do not see that it has any material bearing on the siphon.

There must be a siphon across the highway to irrigate the small tract on the west. This must be furnished by the Department even tho the property owner elects in the condemnation to build his own ditches, therefore I believe the siphon should be installed and provision made to connect with the ditch. If the siphon boxes cannot be constructed without going on the private land they may be left off for the present, but the pipe should be installed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

S-A-1 8000 5M 6-32

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1310

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 21, 1933

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

City Council
Central Point, Ore.

Gentlemen:

The Bureau of Public Roads requires that no encroachments be permited on the right of way on Federal Aid projects which are situated within city boundaries. As you know, Federal Aid funds are being used to construct the Central Point - Medford section of the Pacific Highway.

I am attaching hereto, five copies of a form of resolution whereby the city council agrees to prohibit any encroachments which will interfere with the free and convenient flow of traffic along said highway. If this resolution meets with your approval, we will appreciate having you return four copies duly executed to this office at your early convenience.

Very truly yours,

E. A. Collier
Division Engr.

cc. R.H. Baldock
cc. S. H. Probert

RECEIVED
FEB 22 1933
OREGON
STATE HIGHWAY COMMISSION

EAC: AW

8-A-1 0706 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1318

FEB 20 1933
OREGON
STATE HIGHWAY COMMISSION

Feb. 18, 1933

IN REPLY PLEASE REFER TO FILE NO.

Payton & McCay
Rt. #2
Medford, Oregon

Gentlemen:

In your letter of Feb. 10th to the State Highway Commission asking them if they would sell you a small corner lying outside of the regular eighty foot right of way on the new Central Point-Medford highway. You state this tract was approximately 23'x100' and formerly belonged to "Kee Buchanan". I am of the opinion that this tract was not purchased by the State and have written to our right of way buyer, C. L. Gardiner to find out for sure. In the meantime you might hunt up the owner and if he did not sell to us you would be in a position to deal with him. On one of our right of way maps this tract is shown as belonging to W. S. Kee.

Very truly yours,

R. A. Collier
Division Engr.

cc. R.H. Baldock

NOTED

RAC:AW

131-D

February 17, 1933

Mr. E. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

For the reason that the Bureau of Public Roads requires that no encroachments be permitted on the right-of-way of federal aid projects which are situated within city boundaries, it is necessary that action be taken by a city to guaranteeing this condition.

Accordingly, we are enclosing herewith copies of resolution to be executed by the cities of Central Point and Medford, in connection with the paving of the Central Point-Medford Section, Federal Aid Project No. 131-D. Please secure from each city four executed copies of the resolution to cover that portion of the project which is within the city boundary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

131-5

February 14, 1933

Payton & McCoy
Route No. 2
Medford, Oregon

Gentlemen:

Acknowledging receipt of your communication of the 10th instant, regarding purchase of right of way on the Central Point-Medford Section of the Pacific Highway, this matter will be investigated and referred to the Commission at the next meeting.

Very truly yours

State Highway Engineer

RHB:HI

cc E. A. Collier

February 14, 1935

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Herewith communication from Peyton & McCoy, Medford. I do not approve of selling any land unless we have made a purchase of additional land in any manner to prevent severance. Please give me your recommendations in regard to this matter at your early convenience.

Very truly yours

State Highway Engineer

RHB:HI

FORM [illegible] 10-32

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 10, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Please advise me if any sheepsfoot tampers or similar equipment are being used at this time by our contractors west of the Cascade Mountains. Mr. Jensen is starting the Central Point-Medford grading and paving job at Central Point where the fills are less than one foot in depth. I asked about his compacting equipment, and even under the impression that the sheepsfoot roller had been unsuccessful in the winter time where the soil was more or less saturated, he was willing to get a sheepsfoot roller if we required it, but stating that he did not know of any in successful operation at this time and that the contractor between Junction City and Monroe had provided a sheepsfoot roller in the black sticky soil somewhat similar to that which he must handle in Central Point and that the contractor had been unable to use the roller there.

Jensen has one sixty cat and two thirty cats and a ten ton gas roller. As you know, we used a gas roller on the green creek job and are using a gas roller at Cottage Grove. We do not plan, however, to pave at Cottage Grove immediately.

I asked Mr. Baldock about the compacting equipment and he said he would check up on this on his return to Salem and advise me what type of equipment our grade contractors had found most successful this winter.

Very truly yours,

E. A. Collier
Division Engr.

cc. R.H. Baldock

EAC:AW

NOTED
State Highway Engineer

FORM 2-S-1 5815 1M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

121-D

Feb. 10, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

Dear Sir:

I have your letter of Feb. 7th, asking further information regarding the additional siphons required for irrigation ditches on the Medford-Central Point job.

Mr. De Souza asked us to make this change and can explain to you in detail why it was necessary to put in the irrigation siphons. The attached sketch shows in diagram only, how the change required the use of additional siphons and Mr. De Souza can tell you in his opinion this change in plans permitted the acquisition of two large pieces of right of way without condemnation.

If you desire further information, please ask me again for it.

Very truly yours,

E A Collier
E. A. Collier
Division Engr.

NOT
State Highway Engin

EAC:AW

Feb 9 1933

Diagram Showing

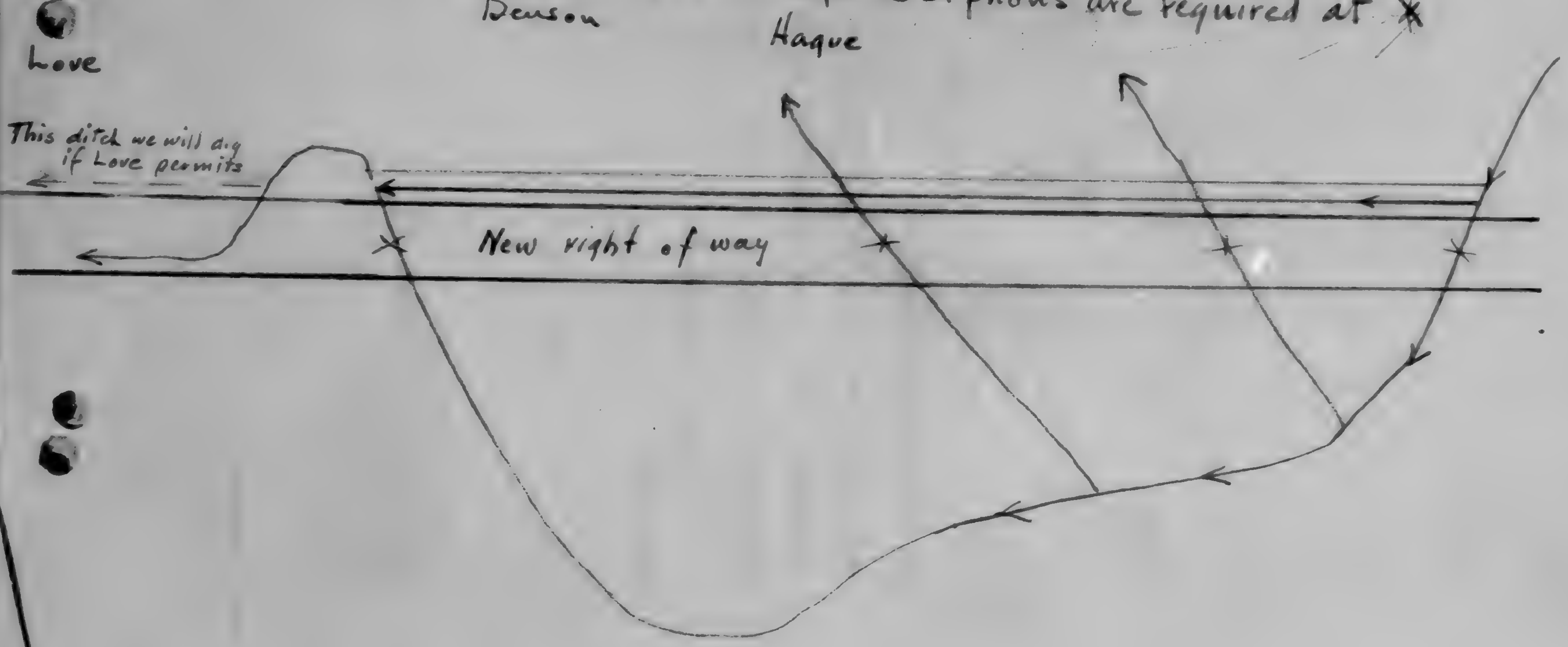
Change in Irrigation structures and Ditches
Made at request of Right of Way Dept.
After Contract was awarded.

← Central Point

Medford →

Blue as present irrigation ditches

Red as requested by Irrigation district which would have eliminated all crossings. Red scheme abandoned at request R.O.W. Dept so siphons are required at ✱



131-D

February 7, 1933

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

In response to your communication of February 6, attention of Mr. Smith, regarding siphons for the irrigation ditches on the Medford-Central Point job, I am unable to understand why you did not include them in your preliminary estimate.

Very truly yours

State Highway Engineer

RHB:HI

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Feb. 6, 1935

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

On the Central Point grading and paving job we had planned an irrigation ditch at the request of the irrigation district, which would carry water along the east side of our right of way from station 43 near Medford to station 115 near Loves orchard. This irrigation ditch would have eliminated all irrigation structures across the highway between these points. Mr. De Souza made an earnest request for the elimination of this irrigation ditch, stating that property owners Hague and Beeson objected strenuously to the construction of the ditch and said they would not part with their right of way unless this ditch was cut out. After some study it appeared that the cost of building irrigation siphons across the road would probably be a little less than to build the irrigation ditch along the east side and condemn the right of way. Under these circumstances I agreed to change the plans. I have no bid items covering 24" and 30" asphalt coated corrugated iron siphon pipe.

The attached price agreements are intended to supply this lack. The price per foot for 24" siphon pipe is 30¢ per foot more than the contractors bid price for the same size culvert pipe which is a reasonable increase. The price for 30" siphon pipe is 15¢ per foot more than the average of the contractors bid items for 24" and 36" culvert pipe. As you will recall, the contractor bid rather high for all his culvert pipe but this price agreement is in line with his bids.

REFERRED TO

By State Highway Engineer

Very truly yours,

E. A. Collier
Division Engr.

cc. R. H. Baldock

EAC:LAB

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1310

February 2, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Stewart,
Resident Engineer,
P. O. Box 677,
Medford, Ore.

Dear Sir:

The Southern Pacific Company will notify their representative at Central Point as soon as you can proceed. A letter was mailed to them yesterday accepting their offer for the grounds so that you should receive permission by the time you get this letter.

Please get in touch with their representative at Central Point for permission to proceed. I would suggest that the buildings be placed according to your sketch but that the water closet be placed at the side of the section house instead of between the section house and the highway as indicated on your map.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓
R. A. Collier

NOTED
State Highway Engineer

January 31, 1933

Mr. Volney Dixon
Medford, Oregon

Dear Sir:

This is to advise that your letter of January 30th, requesting information as to certain fencing material to be used in connection with the grading and paving of the Medford-Central Point Section of the Pacific Highway, is being referred to our Division Engineer, Mr. E. A. Collier, at Roseburg, as the information which you desire is not available at this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc E. A. Collier

January 31, 1933

Mr. E. A. Collier
Division Engineer
Roseburg, Oregon

Dear Sir:

As the information requested in the attached letter from Volney Dixon, of Medford, is not available here, Mr. Dixon's letter is being referred to you for reply.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM E-A-1 6786 750C 12-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

131-D

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 21, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

REFERRED TO
H. G. Smith
By State Highway Engineer

ATTENTION: H.G. SMITH

Dear Sir:

The progress on contracts in this division as of Jan. 15th is as follows:

JOB	CONTRACTOR	Percent time elapsed	Percent work done
1. Scottsburg-Paradise Surface	Portland Sand & Gravel	160%	100%
2. Paradise-Red Bridge Surface	F. J. Kernan	40%	21%
3. Paradise-Elkton Grade	Earl McNutt	-	100%
4. Green Creek Paving	Dunn & Baker	44%	52%
5. Central Point Paving	Jacobsen & Jensen	11%	0
6. Gregg Ranch Grade	Liesch & Tofte	57%	15%
7. Doyle Hill Nimrod Surface	Hillstrom Bros.	150%	75%
8. Cheshire Prairie Grade	Jacobsen&Jensen	-	100%
9. Cheshire-Prairie Surface	A. Milne	-	-
10. Port Orford Surface	Roy Houck	-	100%

what about the job

SECONDARY HIGHWAYS:

1. McAllister Grade	VonderHellen& Piersen	8%	3%
2. Cape Blanco Grade	Roy Houck	160%	58%
3. White Bridge Grade	O'Neil	10%	20%

RECEIVED
JAN 27 1933

Very truly yours,
EACollier
E. A. Collier
Division Engr.

RECEIVED
JAN 2? 1933
OREGON
STATE HIGHWAY COMM

cc. H.G. Smith

FORM 5-A-1 8700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

131-10

OREGON STATE HIGHWAY COMMISSION

SALEM

Jan. 19, 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 21 1933
OREGON
STATE HIGHWAY COMMISSION

NOTED
State Highway Engineer

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: C.B. MCCULLOUGH

Dear Sir:

In connection with concrete structures on the Central Point-Medford Section, I have received from your office a detailed blue print of Catch Basin Grate on which it states make one for station 22/30 and one for station 165/80. There is a grate now in place in the Catch Basin at station 165/30 which could be moved over and used so that the contractor need only make the grate for station 22.

Very truly yours,

E. A. Collier
Division Engr.

cc. Bal

EAC:AW

1315

January 4, 1933.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

The labor for the recently contracted projects in your division is to be obtained from the following counties:

Central Point-Medford, Grading & Paving - 44% from Jackson County
41% from Coos County
15% from Multnomah County
Cheshire-Prairie Road, Surfacing- - - - - 47% from Lane County
53% from Linn County

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Dec. 31, 1932

RECEIVED
JAN 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION MR. PROBERT

Dear Sir:

We have not yet received the list showing the percentages and counties from which labor on emergency Federal Aid Jobs is to be procurred.

We requested this list in a letter dated Dec. 17th.

Very truly yours,

E. A. Collier
Division Engineer

By CD Cannon
C. D. Cannon
Office Engineer

CDC:AW

IM 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

December 17, 1932

RECEIVED
DEC 19 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. C. H. Probert

Dear Sir:

Please send us a list of the percentages and counties from which the labor on the following jobs is to be secured:

Central-Point Medford paving — 44 Jackson 41 Coos 15 Mult
Chesire-Prairie road surfacing — 47 Lane 53 Linn
Neil-Creek section grading —

Very truly yours,

E. A. COLLIER
Division Engineer

By: C D Cannon
C. D. Cannon

Office Engineer

cc R. H. Baldock
CDC LP

131 D

December 28, 1932

Jacobsen-Jensen Co.
407 Stanton St.,
Portland, Oregon.

Gentlemen:

We are sending you, under separate cover, for your records and files an executed copy of the contract recently awarded to you for the grading and paving of the Central Point-Medford Section of the Pacific Highway in Jackson County.

Very truly yours

Secretary

AJ

DECEMBER
Twenty-Second
1932

W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Central Point-Medford Section, Project No. E-131-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME
Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Project No. E-131-D

CENTRAL POINT-MEDFORD SECTION OF

THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, December 20, 1932.

All Required		Clearing & Grubbing		$ 1,000.00
32,000	cu. yds.	Excavation, Single Classification	$ 0.35	11,200.00
29,000	cu. yds.	Overhaul	0.03	870.00
4,400	yd. mi.	Truck Haul	0.20	880.00
16,000	cu. yds.	Gravel Topping	0.75	12,000.00
80	cu. yds.	Class "A" Concrete	20.00	1,600.00
7	M-FBM	Lumber & Timber	30.00	210.00
1,300	sq. yds.	Removal of Old Pavement	0.30	390.00
36,500	sq. yds.	Portland Cement Concrete Pavement	1.33	48,545.00
2,800	lin. ft.	Expansion Joints	0.20	560.00
19,500	lin. ft.	Contraction Joints	0.05	975.00
1,900	only	Dowels	0.20	380.00
25,000	lbs.	Tie Bars & Reinforcement	0.05	1,250.00
2,700	cu. yds.	Crushed Gravel Shoulders	1.20	3,240.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Filler Haul	0.20	60.00
20	lin. ft.	8" Asphalt Coated Corr. Iron Culvert Pipe	1.45	29.00
50	lin. ft.	12" Asphalt Coated Corr. Iron Culvert Pipe	2.42	121.00
1,300	lin. ft.	18" Asphalt Coated Corr. Iron Culvert Pipe	3.22	4,186.00
140	lin. ft.	24" Asphalt Coated Corr. Iron Culvert Pipe	4.20	588.00
60	lin. ft.	36" Asphalt Coated Corr. Iron Culvert Pipe	7.50	450.00
80	lin. ft.	18" Asphalt Coated Corr. Iron Siphon Pipe	3.50	280.00
			Sub-total	$88,934.00
			10% Engr. & Cont.	8,893.40
			Total..............	$97,827.40

Length of Roadway	3.082 miles
Cost per mile	$31,741.53
Regular Federal Aid Funds	$35,217.86 (36%)
Emergency Const. Hwy. Funds	62,609.54
	$97,827.40

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-131-D

CENTRAL POINT-MEDFORD SECTION OF
THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

All Required		Clearing and Grubbing		$ 1,000.00
32,000	Cu. yds.	Excavation, Single Classif.	$0.30	9,600.00
29,000	yd. sta.	Overhaul	0.02	580.00
4,400	yd. mi.	Truck Haul	0.15	660.00
16,000	cu. yds.	Gravel Topping	0.70	11,200.00
80	cu. yds.	Class "A" Concrete	25.00	2,000.00
7	M-FBM	Lumber and Timber	30.00	210.00
1,300	sq. yds.	Removal of Old Pavement	0.50	650.00
36,500	sq. yds.	Portland Cement Concrete Pavement	2.00	73,000.00
2,800	lin. ft.	Expansion Joints	0.20	560.00
19,500	lin. ft.	Contraction Joints	0.05	975.00
1,900	only	Dowels	0.20	380.00
25,000	lbs.	Tie Bars & Reinforcement	0.05	1,250.00
2,700	cu. yds.	Crushed Rock Shoulders	1.35	3,645.00
300	cu. yds.	Filler	0.40	120.00
300	yd. mi.	Filler Haul	0.15	45.00
20	lin. ft.	8" Culvert Pipe	1.00	20.00
50	lin. ft.	12" Culvert Pipe	1.50	75.00
1,300	lin. ft.	18" Culvert Pipe	2.50	3,250.00
140	lin. ft.	24" Culvert Pipe	3.50	490.00
60	lin. ft.	36" Culvert Pipe	5.00	300.00
80	lin. ft.	18" Siphon Pipe	3.00	240.00

Sub-total	$ 110,250.00
10% Engr. & Cont.	11,025.00
Total	$ 121,275.00

Length of Roadway	3.082 miles
Cost per mile	$ 39,349.44

Regular Federal Aid Funds	$ 43,659.00	(36%)
Emergency Const. Hwy. Funds.	77,616.00	
	$121,275.00	

FORM 5-A-1 5683 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

131-D

December 20, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Jacobsen-Jensen
407 Stanton Street
Portland, Oregon

Gentlemen:

As soon as you get down to the Central Point-Medford work and select your source of material, it will be necessary for us to have abrasion tests made on the gravel. We have made a number of tests in the vicinity of Medford, including material from the Medford Concrete Construction Co. and from R. L. Stuart & Sons, which indicate that the gravel over 1½" size will pass the abrasion test, and that material under this size will not pass the abrasion test, and that bank-run material will not pass the test; consequently, gravel from the sources, which we have tested, would have to be screened on approximately 1½" screen and only the material over that size crushed and used for aggregate.

The sand from both plants passed the test for tension and compression, but the sample submitted from R. L. Stuart & Sons needed the addition of some coarse sand to get the correct grading.

Very truly yours

E A Collier

E. A. COLLIER
Division Engineer

CC
N. M. Finkbiner
R. H. Baldock
W. H. Stewart

EAC:VR

NOTED
State Highway Engineer

RECEIVED
DEC 21 1932
OREGON
STATE HIGHWAY COMMISSION

OR 131-D

December 8, 1932.

Mr. E. A. Collier,
Highway Division Engineer,
Roseburg, Oregon.

Dear Sir:

We have your letter of December 5th, concerning the time limit specified for the grading and paving of the Central Point-Medford Section.

In this case, as in the case of most other emergency federal aid projects, we have been obliged to set the date of completion much earlier than would be desirable from the standpoint of economical performance of the work. In fixing the time limit for these projects, we are assuming that for one cause or another the contractor will, before completion of the work, find cause for a legitimate extension of the time limit by at least fifteen days. Assuming that this situation will develop on the Central Point-Medford job, the contractor will not need to have his pavement poured before June 1st. With the pavement in place by June 1st, the contractor will barely be able to have the pavement cured and cleared of earth cover, and to have the shoulder work completed before July 1st. We feel, therefore, that to set the date for completion any earlier will practically assure the completion of the project overrunning July 1st, in which event the full 100 per cent of federal funds could not be obtained.

I think that any contractor may feel sure that if his work is entirely completed by July 1st, the Highway Commission will assess no liquidated damages against him.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

MAN, PORTLAND
BURNE, EUGENE
DRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

December 5, 1932

R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In looking over the proposal for the Central Point-Medford Section, I note that all concrete paving must be finished by May 15th. Before writing up the Special Provisions, I talked with Cliff Dunn, and he was of the opinion that the contractor should be given until June 30th to complete this job and stated that, if the Commission intended to enforce May 31st as the date for completion of all work, he was uncertain whether his firm would bid on the job as he tho't it impossible to finish by that date.

In view of our experience on the Green Creek Section, I very much doubt if the grading and paving can be finished on the Central Point-Medford Section before ~~by~~ June 15th. There is a considerable section of this road on which the borrow will be a black, sticky mud, which can not be handled or compacted when it is wet. This is the type of mud that will stick between the lugs on a sheep foot roller. You no doubt noticed that I suggested June 15th as the completion date for concrete, and I believe this is the earliest date which we can reasonably expect the contractor to finish the concrete pavement.

On page 18 of the Special Provisions, the third paragraph under "Delayed Finish" specifies the use of an 18-foot straight edge to be used longitudinally. I understand this straight edge is not being used in Washington or California at present, and we have not used it on the Green Creek pavement, and, for this reason, I did not include it in the Special Provisions. Mr. Newell, inspector at Green Creek, believes that the use of the three 10-foot floats gives equal, if not better, results than the use of a longer float worked from bridges.

On the Bid Sheet, I noticed that the filler haul has been cut down from 600 to 300 yard miles. The central part of this job is largely black mud, and I expect to haul filler in from the south end. This, however, is a small item, and my tho't in writing this letter is to have the date of completion for the paving extended from May 15th to June 15th, if possible, as I believe we will get better prices.

Very truly yours

E A Collier

E. A. COLLIER
Division Engineer
cc
S. H. Probert
H. G. Smith
EAC:VR

REFERRED TO
Probert
By State Highway Engineer

~~Suggest not [illegible]~~
~~extending to June 15th~~
R.H.B.

FORM S-A-1 5063 5M 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1318

November 23, 1932

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. Smith

Dear Sir:

Attached herewith you will find two copies of the Special Provisions for the Central Point-Medford Grading and Paving. On the last sheet I have shown the Engineer's Estimate of cost.

On the profile should be shown clearing limits along the top; there should, also, be shown a typical cross-section of irrigation ditch, say, 1½ ft. deep at bottom with one to one slopes and excavated about 2 ft. wide in the ground with the excavated material piled along the banks.

As a part of the information furnished to contractors, there should be a sheet of paving detail similar to the one for the Green Creek-Jackson County Line Section, dated September 1932.

There are a few quantities shown in the summary on the profile which should be changed. Excavation, single class, should be raised to 32,000 yards in order to include the yardage in irrigation ditches. The roadbed yardage figures 27,720 yards and irrigation ditches 1650 yards, total 29,370 yards to which the addition of 10 % will make a total of 32,000 yards. I have omitted the 540 ft. of 42" concrete or steel siphon. Should negotiations with the Owen Lumber Co. make it appear necessary to put this in, than this item can be added. Under "Removal of Old Pavement" I can find only 1,000 square yards in mile 319 and none on the rest of the job.

If there are any omissions or errors, please call me up.

RECEIVED
NOV 25 1932

Very truly yours

E. A. COLLIER
Division Engineer

encls
cc R. H. Baldock
cc S. H. Probert
EAC:VR

NOTED
State Highway Engineer

FORM 8-A-1 2408 2000 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

OR131D

November 12, 1932.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Herewith please find letter from the Pure Iron Culvert and Manufacturing Company regarding 700 ft. of 48" low head siphon for the Central Point-Medford project.

Please arrange to see the interested property owners yourself and advise immediately whether or not you consider it advisable to construct the siphons or place culverts under the highway.

The siphons should be constructed only if it is advantageous to us by reason of right of way costs. By that I mean if it effects our right of way agreement with the lumber company and also whether the city can cooperate to the expense which they would save in avoiding bridges over the ditches.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock

NOTED
State Highway Engineer

NOTED
Assistant State Highway Engineer

131-D

November 9, 1932.

Dunn & Baker,
Klamath Falls, Oregon.

Gentlemen: **Attention: C. A. Dunn**

This will acknowledge receipt of your letter of October 21st, suggesting that it will be to the advantage of the State, in connection with the proposed paving of the Medford-Central Point Section, to allow the words "where feasible" to remain in the government clause relating to the production of roadside materials.

It has been our practice to eliminate the words "where feasible" only where the source of material has been definitely known and where the materials could be practically excavated and loaded by team methods. On the Medford-Central Point Project, the source of material to be used will be selected by the contractor, and we cannot, therefore, determine in advance whether or not the loading of the material by teams will be practicable. It will be in conformance with our regular practice, therefore, to allow the words "where feasible" to remain in the roadside production clause, as you have suggested.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

C. A. DUNN, PRESIDENT
J. M. BAKER, SECRETARY

DUNN & BAKER
INCORPORATED
GENERAL CONTRACTORS

KLAMATH FALLS, OREGON

October 21, 1932

Mr. S. H. Probert
State Highway Department
Salem, Oregon

Dear Sam:

In connection with the paving work which is to be let between Medford and Central Point in the near future, I hope that you can see your way clear to retain the standard government clause for production of roadside materials which reads that teams must be used in loading gravel where feasible. To not retain this clause would be unfair, as the present gravel plants already installed are using draglines and on many of the best bars the water table is only about three feet from the surface. The present installations are arranging to fix the price on material so that the State would stand to pay considerably more for their project than if the contractor were allowed to produce his own material, so we trust that you will see your way clear to leave the matter in such condition that the contractor can legitimately produce material for the pavement.

Very truly yours,

DUNN & BAKER

By CA Dunn

CAD:LAF

CONTRACT#1448,

SEE:

CONTRACT#1421,

530

1448 SH: Contract 1421

CONTRACT# 1449,

SEE:

CONTRACT# [redacted] 1422,

144, [illegible] : Contract 1422

CONTRACT# 1450,

SEE:

CONTRACT# 1029,

1450 SEE: Contract 1029

CONTRACT#1450,

SEE:

CONTRACT#1346,

1450 SH: Contract 1346

CONTRACT#1451,

SEE:

CONTRACT#1396,

1451 SEE: Contract 1396

48

CONTRACT#1452,

SEE:

CONTRACT#1397,

1452 [illegible]: Contract 1397

CONTRACT#1453,

SEE:

CONTRACT#1299,

1453 RE: Contract 1979

CONTRACT#1453,

SEE:

CONTRACT#1029,

2

14[illegible] [illegible]

CONTRACT#1454,

SEE:

CONTRACT#1409,

1454 3 : Contract 1409

CONTRACT# 1454,

PR 154-B City of Baker Sec. 1931

1454

January 23, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of January 22nd, we are enclosing herewith four copies of Supplement Agreement No. 1 for extra work performed under Contract No. 1454 on Project No. N-154-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

January 22, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In our review of the final voucher for Oregon E-154-B, we find that we have not received copies of supplemental price agreement No. 1.

As the excess Federal Aid Funds on this project must be released in order that we may have an unobligated balance of Federal Aid Funds large enough to cover the Federal Aid Funds requested for NRH 78-B, and as we cannot recommend payment of the final voucher until these are received, will you please forward copies as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

January 6, 1934

Mr. W. H. Lynch, Dist. Engr.
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher in amount of $2,243.70, for the Baker Section, Project No. E-154-B.

The constructed length is the same as given in the plans which you now have.

Three copies of Resolution No. 1240 are, likewise, enclosed, which resolution was passed by the City of Baker to guarantee that no encroachments will be permitted upon the right-of-way of those portions of Project Nos. 154-B and 154-D which are situated within the city limits.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/KR

Encl.

J 21

FORM S-H-1 10904 500 9-29

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

E154 - B, and D

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 2, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Wingville Lane-Baker Section.
Re:Variation in Quantities.

[illegible] - 1933
HIGHWAY COMMISSION

Attention: Mr. S. H. Probert

Dear Sir:

Replying to your letter of November 29th relative to variation in contract amounts on contracts 1409 and 1454, Wingville Lane-Baker Section.

On contract No. 1409 the under-run of Single Classification was occasioned by the fact that more Special Borrow was used than had been contemplated. Sufficient suitable material was not available from the borrow pits and it was necessary to haul in more special borrow. The total amounts of these two items approximate the contract amount.

The over-run in Overhaul and Truckhaul quantities was caused by the necessity of hauling more material from excavation along Tenth Street than had been contemplated. The grade line along Tenth Street had been laid for a 2½" bituminous macadam, and the placing of 7 incheconcrete required the grade line to be lowered, resulting in more excavation and greater haul quantities.

The amount of gravel topping stripping was over-run due to the fact that a change in gravel pits was made. This resulted in an increased amount of stripping, but decreased the amount of haul.

Amounts of salvaging and hauling salvaging materials were considerably decreased as it was discovered after the materials were scarified that only a small portion was suitable for further use, and consequen[illegible]nly a small portion was salvaged.

The a[illegible]nt of crushed gravel surfacing was decreased due to the fact that the plans called fora surface width of 40 ft. along Tenth Street in Baker. Approximately 1,058 cubic yards of this material was stockpiled under a price agreement to be placed along the shoulders after the concrete pavement was in place, the concrete pavement being awarded under a later contract.

ONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert: 12/2/33 --Wingville Lane-Baker Section.
Re:Variation in Quantities.

Both, filler and hauling filler items were materially decreased as the material compacted satisfactorily without the addition of filler.

No sprinkling was done on the contract as the surfacing work was carried on during wet weather and it was not necessary to sprinkle the surfacing materials in order to secure compaction.

Variations in the amounts of various sizes of crushed gravel were made in order to better fit the oiling work which was to be let under a later contract. At the time contract 1409 was awarded, a type B-2 bituminous macadam was contemplated for the Baker east approach. This was changed to a roadmix specification and the quantities of stockpiled materials were rearranged accordingly. The increase in the amount of hauling crushed materials, pile measure, was caused by the necessity of moving to a new quarry site. We were unable to secure satisfactory materials from the pit originally designated, and a new quarry was established three miles distant from the original quarry, which resulted in the increased haul amount.

The variation in the amounts of culvert and siphon pipe resulted from our inability to secure right of way unless additional pipes were placed for the carrying of irrigation ditches. Property owners insisted that pipes be placed at points where they had not been designated on the plans. A thorough investigation revealed that the property owners were justified in their demands, so that additional pipes were placed above the amounts called for in the contract.

On contract #1454 the over-run in expansion joints, tie bars and reinforcements, and dowel bars resulted from an insufficient amount being estimated for the widened section of concrete pavement at the intersection of Broadway and Tenth Streets in Baker.

M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert: 12-2-33 -- Wingville Lane-Baker Section.
Re:Variation in Quantities.

A slight over-run occurred for the items Mineral Aggregate and Hauling Mineral Aggregate due to the necessity of making more patches in the preparation of the subgrade than contemplated.

The ~~over~~Under-run of No. 3 road oil and cutback asphalt was due to the fact that we did not need the 10% allowance which was allowed for these items in the contract amounts.

Loading and placing aggregate and filler, and hauling aggregate and filler were both exceeded in contract amounts as we were unable to secure as much suitable material from the roadbed as contemplated, and it was necessary to haul additional aggregates to add to the amounts already on the road.

Hauling gravel for shoulders over-run materially as we were unable to secure the gravel from the pit designated due to high water, and it was necessary to haul it from a greater distance.

10" concrete drain pipe was over-run as it was found necessary to exceed the amounts originally contemplated approximately 300 feet in order to provide adequqte drainage. The extension of this drain pipe resulted in the increased amount of common excavation as it was necessary to excavate through high ground in order to secure the drainage outlet.

You will note that although there was considerable variation in the various items, the completed costs for both contracts checked very closely with the contract amounts.

Very truly yours,

Division Engineer.

WCW:OG

15-4-B-

November 29, 1933

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

Dear Sir:

Reference is made to work performed under Contracts Nos. 1409 and 1454 on the Wingville Lane-Baker Section. We have been requested by the Bureau of Public Roads to explain on Federal Aid Projects any item which shows in the final estimate a deviation from the contract amount, of 10% or more, and as several such variations have occurred on the above work, it is our request that a statement giving the reasons for the variations be sent to this office.

In connection with all future work on which Federal Aid is being received, it is suggested that a similar explanation be submitted at the time the final estimate is sent in.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. _______

September 30, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
OCT [illegible]

Dear Sir:

Final inspection of F.A.P. Oregon No. E-154-B, Baker Section, Old Oregon Trail ____________________, was made by a representative of this office on September 8, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By A. H. Benedict
Ass't Highway Engineer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-154-B

POST OFFICE BUILDING
PORTLAND, OREG.

May 15, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encl.

Agr. 11519

Form P. R. 2
State Oregon
Project No. E-154, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of April, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 13th day of February, 1929, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 16th day of December, 1932; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seven thousand, eight hundred ninety-seven and 97/100 dollars ($7,897.97) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof act of legislature by which authorized) not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+55 at the south end of Powder River bridge on Bridge Street in the city of Baker, Oregon, and survey station 92+98 in the SE¼ of the NE¼ Section 28, T 9 S, R 40 E, W.M. in the city of Baker near the south city limits

, length 1.750 miles, in Baker County,

being Section B of Oregon Federal Aid project No. E-154, consisting of

1.750 miles of roadway and no bridges, [illegible] of more than 20 feet clear span,

[illegible]h. known locally as the Baker section of the Old Oregon Trail between official control points La Grahde and Ontario.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of seven thousand, eight hundred ninety-seven and 97/100 dollars ($ 7,897.97), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-one thousand, nine hundred thirty-eight and 84/100 dollars ($ 21,938.84), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of seven thousand, eight hundred ninety-seven and 97/100 [illegible] Secretary of the Treasury as above mentioned, which does

---

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 2nd day of May, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible]-154-B State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 21,[illegible].04 as the total estimated cost of said project, and the sum of $ 7,897.97 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 2nd day of May, one thousand nine hundred and thirty-three.

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—1829

1546

February 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Oregon Federal Aid Project 154-B has been completed for more than six months, and the final voucher has not been submitted. We would appreciate its submission without further delay.

We also wish to call your attention to the fact that the following projects have been completed for more than four months, and the final voucher has not been submitted:

F.L.H.P. 1-A
" 1-B
" 1-C
" 2-A

F.A.P. 117-D
" 117-I
" 1[illegible]-C
" 1[illegible]-D

Work is being done on a number of the above projects with funds appropriated by the Emergency Relief and Construction Act; however, as these funds are obligated by new and separate project agreements, final vouchers may be submitted for work completed under the regular project agreements.

Final vouchers for Oregon 56-B and 161-B may also be submitted, accompanied by revised estimates showing the work done under the regular project agreement, as these projects are being completed under emergency agreements.

Very truly yours,

W. M. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

January 3, 1935.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Bohmer Section, Project E-154-B.

Very truly yours,

R. H. BALDOCK,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

Enc.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. 84154-B

BAKER SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 20, 1932.

Completed Work:

Statement of completed work will be submitted upon payment of final voucher.

TYPE I ROADWAY

Extension of Project, (Concrete Pavement) (Sta. 0+55 to Sta. 17+00)

3,780	sq. yds.	Portland Cement Concrete Pavement	$2.25	$ 8,505.00
300	lin. ft.	Expansion Joints	0.18	54.00
2,000	lin. ft.	Contraction Joints	0.02	40.00
1,400	lbs.	Tie Bars & Reinforcement	0.05	70.00
200	only	Dowels	0.17	34.00
250	cu. yds.	Loading & Placing Gravel Shoulders	0.35	87.50
500	cu. yds.	Furnish & Place Pit-run Gravel Shoulders	0.50	250.00
900	yd. mi.	Hauling Shoulder Gravel	0.10	90.00
90	cu. yds.	Filler	0.30	27.00
150	yd. mi.	Hauling Filler	0.20	30.00
		Sub-total		$ 9,187.50
		10% Engr. & Cont.		918.75
		Total........................		$ 10,106.25

Length 0.311 miles
Cost per mile $ 32,495.98

Original Project, (Concrete Pavement) (Sta. 17+00 to Sta. 26+40)

2,120	sq. yds.	Portland Cement Concrete Pavement	$2.25	$ 4,770.00
150	lin. ft.	Expansion Joints	0.18	27.00
1,000	lin. ft.	Contraction Joints	0.02	20.00
800	lbs.	Tie Bars & Reinforcement	0.05	40.00
120	only	Dowels	0.17	20.40
150	cu. yds.	Loading & Placing Gravel Shoulders	0.35	52.50
300	cu. yds.	Furnish & Place Crushed Gravel Shoulders	0.50	150.00
600	yd. mi.	Hauling Gravel Shoulders	0.10	60.00

50	cu. yds.	Filler	$0.30	$ 15.00
90	yd. mi.	Hauling Filler	0.20	18.00
		Sub-total		$ 5,172.90
		10% Engr. & Cont.		517.29
		Total......................		$ 5,690.19

Length	0.528 miles
Cost per mile	$ 10,776.87

TYPE II ROADWAY

Road Mix Surface Treatment (Sta. 26/40 to Sta. 92/98)

1.25	miles	Shaping and Scarifying	$300.00	$ 375.00
1.25	miles	Mixing and Furnishing	700.00	875.00
1,000	cu. yds.	Loading & Placing Aggregate & Filler	0.60	600.00
3,600	yd. mi.	Hauling Aggregate & Filler	0.13	468.00
110	tons	Light Cut-back in Place	25.00	2,750.00
14	tons	Heavy Cut-back in Place	26.00	364.00
200	cu. yds.	Furnish & Place Pit-run Gravel Shoulders	0.50	100.00
400	yd. mi.	Hauling Shoulder Gravel	0.10	40.00
20	cu. yds.	Filler	0.30	6.00
30	yd. mi.	Hauling Filler	0.20	6.00
		Sub-total		$ 5,584.00
		10% Engr. & Cont.		558.40
		Total......................		$ 6,142.40

Length	1.261 miles
Cost per mile	$ 4,871.05

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Hwy. Funds
Type I Roadway:			
Extension	$ 10,106.25	$ 3,638.25 (36%)	$ 6,468.00
Orig. Proj.	5,690.19	2,048.46 (36%)	3,641.73
	$ 15,796.44	$ 5,686.71	$10,109.73
Type II Roadway	6,142.40	2,211.26 (36%)	3,931.14
Totals	$ 21,938.84	$ 7,897.97	$14,040.87

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1929
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-154-B

BAKER SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate with specifications. Not as basis for project agreement.)

Salem, Oregon, December 9, 1932.

Completed Work:

Statement of completed work will be submitted upon payment of final voucher.

TYPE I ROADWAY (CONCRETE PAVEMENT)

Extension of Project (Sta. 0/55 to Sta. 17/00)

3,780	sq. yds.	Portland Cement Concrete Pavement	$2.15	$ 8,127.00
300	lin. ft.	Expansion Joints	0.20	60.00
2,000	lin. ft.	Contraction Joints	0.05	100.00
1,400	lbs.	Tie Bars and Reinforcement	0.06	84.00
200	only	Dowels	0.20	40.00
250	cu. yds.	Load & Place Cr. Gravel Shoulders	0.30	75.00
500	cu. yds.	Furn. & Place Pit-run Gr. Shoulders	0.40	200.00
900	yd. mi.	Hauling Shoulder Gravel	0.15	135.00
90	cu. yds.	Filler	0.40	36.00
150	yd. mi.	Hauling Filler	0.15	22.50
		Sub-total		$ 8,879.50
		10% Engr. & Cont.		887.95
		Total		$ 9,767.45

Length 0.311 miles
Cost per mile $ 31,406.59

Original Project: (Sta. 17/00 to Sta. 26/40)

2,120	sq. yds.	Portland Cement Concrete Pavement	$2.15	$ 4,558.00
150	lin. ft.	Expansion Joints	0.20	30.00
1,000	lin. ft.	Contraction Joints	0.05	50.00
800	lbs.	Tie Bars & Reinforcement	0.06	48.00
120	only	Dowels	0.20	24.00
150	cu. yds.	Load & Place Cr. Gravel Shoulders	0.30	45.00
300	cu. yds.	Furnish and Place Pit-run Gr. "	0.40	120.00
600	yd. mi.	Hauling Shoulder Gravel	0.15	90.00
50	cu. yds.	Filler	0.40	20.00

90	yd. mi.	Hauling Filler	$ 0.15	$ 13.50
		Sub-total		$ 4,998.50
		10% Engr. & Cont.		499.85
		Total		$ 5,498.35

Length 0.178 Miles
Cost per mile $ 30,889.60

TYPE II ROADWAY

Road Mix Surface Treatment: (Sta. 26+40 to Sta. 92+98)

1.25	miles	Shaping and Scarifying	$50.00	$ 62.50
1.25	miles	Mixing and Finishing	950.00	1,187.50
1,000	cu. yd.	Loading & Placing Aggregate & Filler	0.50	500.00
3,600	yd. mi.	Hauling Aggregate & Filler	0.15	540.00
110	tons	Light cut-back in Place	24.00	2,640.00
14	tons	Heavy Cut-back in Seal Coat	24.00	336.00
200	cu. yd.	Furn. & Place Pit-run Gr. Shoulders	0.40	80.00
400	yd. mi.	Hauling Shoulder Gravel	0.15	60.00
20	cu. yd.	Filler	0.40	8.00
30	yd. mi.	Hauling Filler	0.15	4.50
		Sub-total		$ 5,418.50
		10% Engr. & Cont.		541.85
		Total		$5,960.35

Length 1.261 miles
Cost per mile $ 4,726.68

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	Emerg. Constr. Adv. Funds
Type I Roadway			
Extension	$ 9,767.45	$ 3,516.28 (36%)	$ 6,251.17
Orig. Proj.	5,498.50	1,979.46 (36%)	3,519.04
	$15,265.95	$ 5,495.74	$ 9,770.21
Type II Roadway	5,960.35	2,145.73 (36%)	3,814.62
Totals . . .	$21,226.30	$ 7,641.47	$ 13,584.83

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

December 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of P.S.& E. papers covering Oregon Emergency Construction Highway Project E-154-B.

It is noted that plans covering the section from Sta. 0+55 to Sta. 17+00 graded by the State were not enclosed. While the original project shows the alignment of this portion of the project, no profile is shown and it will be necessary that we be furnished with the customary number of sheets showing the work on this section before the project can be recommended for approval.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Revised sheets were sent to Bureau on Dec. 13th
LJC

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 2, 1932

RECEIVED
NOV 3 - 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We note that Oregon F.A.P. 154-B has been completed several months, and the final voucher has not been submitted.

Unless there is some particular reason for withholding final vouchers, we would appreciate their prompt submission.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

July 13, 1932

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 154-B. City of Baker Section of the Old Oregon Trail ____________, was made by a representative of this office on June 30, 1932. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JUL 14 1932
OREGON
STATE HIGHWAY COMM

Form 39—E-16702—3M—5-30.

RECEIVED
APR 13 1932
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date April 9, 1932

Job name East Approach to Baker

Week from April 3 *to* April 9

Mail address Box 136 Baker, Oregon

Highway Old Oregon Trail

Telegraph or telephone address 326 Baker

County Baker *Job prefix* 1 EFM

Express and freight address Baker

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Progress was very good this week, a block of the Elm Street excavation and backfilling being completed. The costs for the week were inside of the estimate submitted with the request for a second authorization. Weather Fair.

Costs for week:

517 yd mi truck haul cost $104.50

Com Exc. Cost 68½¢ cy (976 cy

S.R. " " $1.22 cy (517 c.y.

Gravel Topping Cost .31½¢ " (956 CY

Gravel Haul " .8¢ " (5596 Yd Mi.

Cost to date :

30000 sta yd O.H and 6117 yd mi. Truck haul cost $3574.85

Com & S.R. Exc. - $1.11 cy (11,186 cy com & 17507 cy S.R.

Gravel Topping - .33¢ cy (7252 cy

Hauling Gravel Topping .10¢ Yd. Mi (25675 sta. yd.

RECEIVED
APR 14 1932
OFFICE OF
MAINTENANCE ENGINEER

RECEIVED
APR 13 1932
OFFICE OF
CONSTRUCTION ENGINEER

(See back of this sheet for instructions and detailed information.)

Signed C H Armstrong

Title Fld. Eng.

GRADING CONSTRUCTION

Total miles of grading in project 1.82

Miles completed 1.43

Miles completed except finishing 0.15

Total cubic yards in project 31,130

Cubic yards moved to date 28,693

Miles covered by contractor's forces 1.58

Miles cross-sectioned 1.82

Miles cross-sections completed and checked 1.67

Miles to be remeasured? 0.15

Number men in Engineering Party 2

Contractor's average force for week 68 *men,*

7 *teams,* *steam shovels*

Grading work will be completed about May 1, 1932

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 1.82

Miles completed 0.35

Miles partially done 1.43

Total cubic yards in project 12,000

Cubic yards produced to date 7252

Average daily yardage produced this week 137

Average daily yardage necessary to complete on time 226

Contractor's average force for week 14 *men,*

teams, 8 *trucks*

Project will be completed about May 1, 1932

Number of men in Engineering Party 1

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1 EPM *Percentage* 60%
2. 123 AC *Percentage* 40%
3. *Percentage*
4. *Percentage*

PR 154B

STENCIL NO. 124

RECEIVED
JAN 16 1932
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

District No. 1,

In reply please refer to File No. Ore. F.A.P. 154-B

Post Office Building,
Portland, Oregon,

Jan. 15, 1932.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:-

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal Aid Project.

Very truly yours,
W. H. LYNCH
District Engineer

Encl.

By L. J. Canfield
L. J. Canfield
Highway Engineer.

P.S. Enclosed also is one copy each of approved specifications and estimate upon which the project agreement was based.

A4pr. 11519

Form P. R. 2
State Oregon
Project No. 154, Section B.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 11th day of December, 1931 by and between the State Highway Commission of Oregon, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 13th day of February, 1929, a project statement, which was approved by the Secretary on the 23rd day of March, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department has, in accordance with the rules and regulations promulgated by the Secretary, furnished for said project surveys, plans, specifications, and estimates recommended for approval by the United States District Engineer on the 25th day of November 1931, and approved by the Secretary on the 30th day of December, 1931; and

Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications, and estimates, and the sum of twenty-three thousand, one hundred forty and 53/100 dollars ($23,140.53) as the share of the United States payable under said act on account of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

*(*a*) By the State Chap. 175, Laws of 1917, Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

*(*b*) By the count ________ of ________
(Include amount, date, and citation of statute by which authorized, and whether derived from tax levy or bond issue)

such funds having been placed under the direct control of the Highway Department by ________
(State how placed under direct control of Highway Department)

*(*c*) ________

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following road and/or bridge and approaches as described in detail in said surveys, plans, and specifications:

Between survey station 17+00 near the intersection of Myrtle Avenue and Elm Street, and survey station 92+98.0 at the west end of Federal Aid Project No. 66, in Sec. 28, T.9 S., R.40 E., W.M., near the south city limits, all within the town of Baker, terminal points, a distance of 1.439 miles, known locally as the Old Oregon Trail between LaGrande and Ontario, Baker County, being Oregon Federal Aid Project No. 154, Section B.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

---

* Strike out if not appropriate.

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that, within one year after completion of the improvement contemplated under this agreement, it will undertake the construction of a dustless and durable wearing surface over the entire length of the project, adequate to meet the requirements of present and future traffic conditions.

(c) The Highway Department hereby agrees that it will extend the improvement covered by this agreement northerly to Powder River in the City of Baker, without Federal Aid.

(d) The project extends inwardly from the city limits a distance of 7,598 ft., which is the length of the entire project. There are 31 houses on the project, having an aggregate width of 736 ft. The average distance between houses is therefore 221 ft.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of said project shall not in any event exceed the sum of twenty-three thousand, one hundred forty and 53/100 dollars ($ 23,140.53), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-seven thousand, one hundred eighty-five and 50/100 dollars ($ 37,185.50), the approved total estimated cost of said project.

PAYMENTS

Article V. Whenever and as soon as the Secretary shall find that said project has been constructed in compliance with the requirements of Article III hereof, he shall draw on the Secretary of the Treasury a warrant for the payment of said certified sum, or so much thereof as may be due under the terms hereof, to ______________________________

____
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ______________________________
(Name)

(Strike out if not appropriate.)

Article V. As the construction of said project progresses the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ______________________________

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not together with previous payments exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof. (Strike out if not appropriate.)

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41. Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

____

____

____

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

ARTICLE VI. The said project will be maintained in compliance with the acts of July 11, 1916, or November 9, 1921, as follows:

STRICKEN OUT

*(a) By the ....,
upon which the duty of such maintenance is placed by the laws of said State. The supervision of such maintenance shall be under the direct control of the Highway Department. Funds for such maintenance have been or will be made available for expenditure under the direct control of the Highway Department in the manner herein set forth, to wit: .... (Include reference to statute authorizing
....
funds, probable amount annually available, and how will be placed under direct control of Highway Department)
....

*(b) By the ....,
upon which the duty of such maintenance is placed by the laws of said State, under the supervision of the Highway Department to the full extent authorized by State law, out of funds which have been or will be made available therefor in the manner herein set forth, to wit: .... (Include reference to statute authorizing
....
funds and probable amount annually available)
....

*The Highway Department will use every means within its power to insure proper and permanent maintenance of said project thereafter, in the following manner, to wit: ....
....
(Strike out if not appropriate)

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.........

In witness whereof the parties have hereunto affixed their signatures and official seals, the Highway Department on the day and year first above written and the Secretary on the......30th......day of......December......, 1931

STATE HIGHWAY COMMISSION OF OREGON
(Official title of Highway Department)

By ....
Chairman, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

[SEAL]

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

[SEAL]

CWS R. W. Dunlap
8—5018
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 154.1, Section B, State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $37,185.50 as the total estimated cost of said project, and the sum of $23,140.53 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 30th day of December one thousand nine hundred and Thirty-one

R. W. Dunlap
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—4620

COMMISSIONERS:
H. B. VAN DUZER, CHAIRMAN, PORTLAND
C. E. GATES, MEDFORD
ROBERT W. SAWYER, BEND

ROY A. KLEIN
STATE HIGHWAY ENGINEER
AND SECRETARY
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

PR 154B

December 28, 1931.

NOTED

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Herewith please find letter from Mr. Stiffler concerning complaint of the O. W. R. & N. Company that we were responsible to damage to signal system east of Baker.

Very truly yours,

H G Smith

HGS V Division Engineer.

Incl.

SIONERS 4-31
B. VAN DUZER, CHAIRMAN, PORTLAND
[illegible]
CHAS. K. SPAULDING, SALEM
WM. HANLEY, BURNS

ROY A. KLEIN
STATE HIGHWAY ENGINEER
SALEM
H. B. GLAISYER
SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

Baker, Oregon
Dec. 26. 1931

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H.G.Smith
Division Engineer
La Grande, Oregon

Dear Sir:

I understand the O.W.R.R.&N.Co. experienced some difficulty with a R.R. block signal near Baker, on the afternoon of Wednesday Dec. 23.

On this particular day Mr. I.J.W.Van Schaick, foreman in charge of the construction of the East Approach to Baker on the Old Oregon Trail, set off a blast at approximately 2;00 P.M., no blasts or shots of any description were fired after this day; as the eight hour day was completed at 4;30 P.M., at which time all men of this crew left the job for their headquarters.

At approximately 2;00 P.M., ~~//~~ on Wednesday Dec. 23, Mr. Geo. Locken, Section Foreman for the O.W.R.R.&N.Co., was walking the track proceeding in a Westerly direction toward Baker, Oregon.

He discovered one intermediate red block, located about one mile East of the Easterly City Limits of Baker, set; or with the signal indicating stop, proceeding further toward Baker he found another Red intermediate signal opposite Highway Station approximately 88+00 (which is in the vicinity of the Construction Work and blasting on the East approach to Baker). Apparently O.K., as the signal arm was down.

Mr. Locken reported his findings direct to the dispatcher by telephone. The dispatcher evidently reported the trouble to Mr. C.B.Johnson, Signal Supervisor, investigating some trouble at Durkee, Oregon.

I am informed Mr. Johnson arrived in the vicinity of the above construction work sometime between 2;30 and 4;00 o'clock P.M. Dec. 23rd.

(Continued)

Mr. H.G.Smith - (Continued)

Mr. Fred H. Minkx signal maintainer was called at Haines, Oregon at 4;00 P.M., of the same day and ordered to Baker where he arrived at the O.W.R.R.&N.Co. station at 4;55, proceeding on to the site of the aforementioned construction work, where he informs me that he (Mr. Mink) and Mr. Johnson, repaired the faulty signal, putting it back in operation again, left the scene of trouble arriving in Baker at 6;15 P.M.

Up to this time no delay had been experienced by train(s due to this block signal, being out of condition.

Mr. H.A.Roberts, Division Engineer of Portland, Oregon, informed me today, that the trouble experienced with this signal occurred after Mr. Johnson and Mr. Mink had left the scene of trouble, in the neighborhood of 5;30 or 5;45 P.M.

Mr. Mink informs me that the faulty block was put in working condition by himself and Mr. Johnson, whether the cause of the failure of this block was due to blasting on construction work in this vicinity, or some other cause.

If the above block failed between 5;00 and 8;00 P.M., after being placed in working order, I fail to see how the c construction forces on this work can be held responsible for the failure, as it could not possibly have been caused by any operations of our forces as they had finished their shift at 4;30P.M.

Mr. Roberts drew my attention to an insular which appears to have been struck with a stone of sufficient force to become bent, which would place the wire carried by this snsulator closer than the standard spacing to the adjacent wire, which with an excess of slack in all wires, in four spans in the vicinity of the damaged insulator, possibly allowed an entanglement by the wind.

(Continued)

4-31
SSIONERS
B. VAN DUZER, Chairman, Portland
~~[illegible]~~
CHAS. K. SPAULDING, Salem
WM. HANLEY, Burns

ROY A. KLEIN
State Highway Engineer
Salem
H. B. GLAISYER
Secretary

OREGON STATE HIGHWAY COMMISSION
SALEM

In Reply Please
Refer to File No.

Mr. H.G.Smith (Continued)

Mr. Van Schaick's dairy carries a noteof Dec. 14th, commenting on the excess of slack in the R.R. signal wires in these four spans.

This bent insulator is on a pole opposite Sta. 71+00 and 90 feet to the right of Centerline.

The blast set off Dec. 23, was between Sta. 70 and 70+70, about 15 feet to the left of centerline, therefore p practically impossible for this particular blast to damage the insulator in question, as it was located directly behind the top of the pole on the opposite side from the blast.

Western Union Poles carry eleven wires located 33 feet to the right of all blasting of a heavy nature during the past ten days, with no resulting damage whatsoever.

The O.W.R.R.&N.Co., Signal wires in the same locality are located 110 feet to the right of the abovementioned shots.

It is very evident that inasmuch as both Mr. Johnson, Signal Supervisor and Mr. Mink, signal maintainer, were both called to make the necessary repairs to the faulty signal on the afternoon of Dec. 23rd, someone is seeking to pass the buck for the same signal failing to work between 5 and 8 P.M., on the same day.

It is my firm belief as well as Mr. Van Schaick's and Section Foreman, Locken, that no damage whatsoever has resulted from the blasting on Construction of the East Approach to Baker.

However we have arranged to have Mr. Mink on the job in the future, during the time any shooting is done.

Very truly yours

W.W.Stiffler

W.W.SAtiffler
Res. Maint. Engr.

Form 39—H-16702—3M—5-30.

PP 15412

NOTED
State Highway Engineer

ORE[illegible]N STATE HIGHWAY DEPARTME[illegible]

FIELD ENGINEER'S WEEKLY REPORT

Date 12/12, 1931

Job name

Week from 12/6 to 12/12/31

Mail address Box 136 - Baker, Oregon

Highway Old Oregon Trail

Telegraph or telephone address Baker - 326

County Baker Job prefix 1-E.P.M.

Express and freight address Baker, Oregon

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Work was started Monday with a small crew and one compressor and one Jackhammer drilling and prepairing to shoot. The crew has been increased as work became available. A small force was also started clearing. The weather has been cold, with a few flurries of snow.

The crew was gradually increased, untill a maximmm of 34 were working Saturday the 12th., with the entention of increasing the crew to 50 men, by the 14th.

(See back of this sheet for instructions and detailed information.)

Signed N. V. Siffler

Title Res. Engr.

GRADING CONST[illegible]ION

Total miles of grading in project 1.82

Miles completed

Miles completed except finishing

Total cubic yards in project 31930

Cubic yards moved to date 1000

Miles covered by contractor's forces .05

Miles cross-sectioned 1.82

Miles cross-sections completed and checked 1.82

Miles to be remeasured 1.00

Number men in Engineering Party 3

Contractor's average force for week 20 Emergency 5 regular *men,*

teams, *steam shovels*

Grading work will be completed about March 1, 1932

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECTS

Total miles surfacing in project 1.82

Miles completed

Miles partially done

Total cubic yards in project 12,000

Cubic yards produced to date

Average daily yardage produced this week

Average daily yardage necessary to complete on time

Contractor's average force for week *men,*

teams, *trucks*

Project will be completed about March 1, 1932

Number of men in Engineering Party

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

Do NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed

Miles of preliminary staked

Miles of location staked

Per cent of field work complete

Per cent of office work complete

Number of days worked on this project

Number of men in party

Salary expense this week

All other expense this week

Previous total expenditure this survey

Total expenditure including this week

Survey will be completed about

Completed survey will cost about

Per mile cost of survey will be about

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project

Miles paving completed

Total square yards in project

Square yards completed to date

Average daily square yards this week

Miles shoulders completed both sides

Contractor's average force for week *men,*

teams, *trucks*

Job will be completed about

Number men in Engineering Party

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* 1 K.P.M. *Percentage* 40%
2. 94 K.F.F. *Percentage* 20%
3. 12 R.M.F. *Percentage* 10%
4. 94 F.F. *Percentage* 30%

[illegible]
H. B. VAN DUZER, [illegible] PORTLAND
[illegible]
CHAS. K. SPAULDING [illegible]
[illegible]

PR 1541B

December 12, 1931

Mr. H. G. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Replying to your letter of December 10 concerning the construction of fences on the east approach to the city of Baker, while this is properly a right of way charge, I can appreciate that the City of Baker's funds for right of way are limited and, therefore, if it is necessary to help out on this project, I would say that we will stretch a point and pay for such fencing as is necessary. This letter will be your authority for incurring this expense.

Very truly yours

State Highway Engineer

RAK:HI

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

December 10, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Will you approve the construction of the fence on the east approach to the City of Baker, by the State Highway Commission, or must I insist that the City of Baker pay for this in addition to the right of way.

While it is strictly a charge against the right of way, the city is badly handicapped for lack of funds, and it would be desirable for us to construct the fences if possible.

Very truly yours,

H G Smith

HGS:GW

Division Engineer.

PR 154B

December 11, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

We are enclosing herewith three copies of resolution passed by the Board of Commissioners of the City of Baker. This resolution guarantees that no encroachments will be permitted within the right-of-way limits of that portion of Project No. 154-B which is situated within the city limits of Baker.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/ER.

encl.

FORM 2-M-1 F-22767 1000 7-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

December 10, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Herewith please find resolutions signed by the Board of Commissioners of the City of Baker, pertaining to the uninterrupted flow of traffic through that portion being built by participation of the Bureau of Public Roads.

Very truly yours,

H G Smith

Division Engineer.

HGS:CW
Encls.

RESOLUTION NUMBER 1229

WHEREAS, State Highway No. 6 of the State of Oregon, known as the Old Oregon Trail Highway, is routed through the City of Baker, Baker County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: Elm Street and Occidental Avenue

And, **WHEREAS**, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, **WHEREAS**, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Baker will guarantee by resolution officially adopted by the Board of Commissioners ~~City Council~~ of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Board of Commissioners ~~[illegible]~~ of the City of Baker, Baker County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 6 of the State of Oregon, known as the Old Oregon Trail Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the Board of Commissioners shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Board of Commissioners of the City of Baker, Baker, County, Oregon, this 7th day of December 1931.

Attest:

Bert L Haney
Mayor.

Walter A. Clark
City Clerk.

- - - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Board of Commissioners of the City of Baker, Baker County, Oregon, on the 7th day of December 1931 at the regular meeting of said Board of Commissioners.

Dated this 7th day of December, 1931.

Walter A. Clark
City Clerk.

RESOLUTION Number 1229

WHEREAS, State Highway No. 6 of the State of Oregon, known as the Old Oregon Trail Highway, is routed through the City of Baker, Baker County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit: Elm Street and Occidental Avenue

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Baker will guarantee by resolution officially adopted by the Board of Commissioners ~~City Council~~ of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

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flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

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Passed by the Board of Commissioners of the City of Baker, Baker County, Oregon, this 7th day of December 1931.

Attest:

Bert L Haney
Mayor.

Walter A Clark
City Clerk.

- - - - - - - - - - -

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Dated this 7th day of December, 1931.

Walter A Clark
City ~~Recorder~~ Clerk.

LUTHER MAHAN, COMMISSIONER NO. 2
DEP'T. OF STREETS AND LIGHTS

GEO. W. HENRY, COMMISSIONER NO. 3
DEP'T. OF WATER, FIRE AND SANITATION

F. H. GRABNER, CHIEF OF FIRE DEP'T

D. P. TYLER, WATER COLLECTOR

DR. J. W. HUFF, CITY HEALTH OFFICER

City of Baker

ON THE "OLD OREGON TRAIL"
BAKER COUNTY, OREGON

BERT L. HARVEY, MAYOR COMMISSIONER

WALTER A. CLARK, CITY AUDITOR AND MUNICIPAL JUDGE

BLAINE HALLOCK, CITY ATTORNEY

E. B. JACKSON, CHIEF OF POLICE

L. R. STOCKMAN, CITY ENGINEER

PR 154B

NOTED
State Highway Engineer

December 7, 1931.

Mr. Roy A. Klein,
State "ighway Engineer,
Salem, Oregon.

Dear Mr. Klein:

Thank you very much for your letter of December 5, in response to mine of November 14th, concerning the construction of the highway approach in the south end of Baker.

After writing my letter above referred to, I was in touch with Mr. H. G. Smith, and from him, of course, secured the necessary data, having to do with this particular work, and we are all happy that this is to be accomplished.

Simply as a matter of information, will advise that the City has secured the necessary right-of-way to the point where the first men started work on this project this morning.

We appreciate very much indeed the kindly attitude of yourself and the other members of the Highway Commission who have interested themselves in this subject, and as indicated to your local representatives, the City will cooperate and assist in every possible way for the successful consummation of this construction.

Very truly,
CITY OF BAKER,
Bert L Harvey
Mayor.

BLH IM

(Copy sent to H. G. Smith 12-11-31)

1931

PR 154B

December 5, 1931

Mr. Bert L. Harvey, Mayor
Baker, Oregon

Dear Sir:

This is a somewhat tardy acknowledgment of your letter of November 14, 1931 concerning the construction of highway approaches through the city of Baker. I have not answered your letter previously, as I thought you were keeping in touch with Division Engineer H. G. Smith, who is endeavoring to arrange to handle the unemployment situation as fast as possible in the various communities in his division. It seemed advisable to concentrate on the Old Oregon Trail approach from the south and just as soon as the right of way has been secured by the city we will arrange to place a gang of men at work, utilizing them on a day labor basis with a plan of rotation each week—the same method as is used in other parts of the state.

With very best wishes and kindest personal regards, I am

Very truly yours

State Highway Engineer

RAK:HI

ECTOR
CITY HEALTH OFFICER

City of Baker

ON THE "OLD OREGON TRAIL"
BAKER COUNTY, OREGON

BERT L. HARVEY, MAYOR COMMISSIONER
WALTER A. CLARK, CITY AUDITOR AND MUNICIPAL JUDGE
BLAINE HALLOCK, CITY ATTORNEY
E. B. JACKSON, CHIEF OF POLICE
L. R. STOCKMAN, CITY ENGINEER

November 14, 1931.

RECEIVED
NOV 16 1931
OREGON
STATE HIGHWAY COMMISSIO

Oregon State Highway Commission,
Salem, Oregon.

Att'n: Roy A. Klein

Dear Sir:

Reference is made to our previous conversations and correspondence with respect to the proposed improvement of the highway approaches through the City of Baker.

We will appreciate it very much if you will be good enough to give us the status of this particular subject at this time, as we are hopeful that something can be done by the State Highway Department this winter that will aid in the relief of the unemployed situation in this section.

Your early advice in the premises will be appreciated.

Very truly,
CITY OF BAKER.

Bert L Harvey
Mayor.

BLH IM

PR 154 B

December 2, 1931

Mrs. Emma Weber
1900 Resort Street
Baker, Oregon

Dear Mrs. Weber:

This will acknowledge receipt of your letter of November 27, 1931 concerning right of way through your property near the east city limits of Baker.

In the improvement of the entrances of the Old Oregon Trail into the city of Baker, it has been necessary to change the present location in order to eliminate some dangerous curvature as well as provide for the widening of the present roadbed. In the new location it has been necessary, of course, to cross some privately owned property and, under our arrangement with the city of Baker, the city is required to secure the right of way and that is the reason the matter has been brought up to you by the city authorities.

I appreciate that there are many times when an individual dislikes to give up land which has been acquired and improved at considerable cost and hard labor, but I am sure that the city will be willing to pay you what is a reasonable sum for the land taken. In addition, there is always an increase in value to the remaining land which abuts on a main through highway such as the Old Oregon Trail, so that the possibility of gain through the sale of some of your remaining land should not be overlooked.

I appreciate your very friendly letter and this is written in reply to explain the situation from the viewpoint of the State Highway Commission.

Very truly yours

State Highway Engineer

RAK:HI

PHONE 884

EMILE WEBER
DEALER IN
NEW AND SECOND-HAND GUNS
EXPERT REPAIRING OF GUNS, LOCKS, SAFES, ADDING MACHINES, CASH REGISTERS, TYPEWRITERS, SURGICAL INSTRUMENTS AND PHONOGRAPHS
1900 RESORT STREET
BAKER, OREGON November 27 - 1931

RECEIVED
NOV 30 1931
OREGON
STATE HIGHWAY COMMISSION

State Board of Highways
Salem, Ore.

I: Dear Sirs - Gentlemen: I am writing about property that the State of Oregon is going to take for Highway, that a Mr. Miller from Huntington made survey this fall, there are fourty feet wide property that I myself with hard Labor put to order, hire team & paid for same to bring this fourty feet wide stripe of Ground to order which is seeded in Alfalfa (Hay Land) & is in my possession since 1901 this property was used for a Brickyard & was in very bad shape, all Wells had to be filled in, Willows cut out, Bricks taken up & disposed off & so fort.

1926 I deed near two Acres of my Land to the American Legion for Cemetery as a Gift a new fence was built around the Cemetery & my Land was a Corner of near two Acres, to make a Straight line from the Free Masonic Cemetery to the County Road or High-way now in use, this was a Gift, as I had not the Nerve to ask payment from them. this Land was acquired by good hard earned Money by saving on Stomach & Clothing.—

& $10. in cash Money part payment on fence. (Donations)

Now 1930 comes the City of Baker asking for a stripe of my Land east of the present Highway this was eleven 1/2 feet wide, do not remember how long.

(the present High[illegible] runs through my L[illegible] & own on both sides) I demand payment but Mr. Harvey our City Mayor talked me out off. Cheif of Police E.B. Jackson came to my place with his Car to get me to a Law=Office to sign my Land away so the Unemploy'd could earn $2.00 a Day from the City of Baker.

It was a grand Honour to go with Cheif Jackson to go & come back home for everybody asked me: For what have you been pulled? the City of Baker could not afford to send a Taxi so I old women could go in a respectabel way. will say I am past 70 years. Now comes the State of Oregon & will take that fourty feet & some of my Deeded Land that I put to order on my own time Labor, & Money. not be boarded by State expense for I was not a Convict but worked harder & fare twice the time as they do in the Penitentiary at any State. Just inquire about my relentless, unintrupted hard work! Have been here in Oregon since 1885.

I do want to be paid for my Labor the 40 feet & all my deed Land is in Alfalfa (Hay Land) payment for a Concret Box on the 40 ft Stripe near R.R. tract there I have a centrefugal pump to pump Water from a Ditch to irrigate to which I have Waterrights on records. Have done more & harder work (near all by Hand) then any American Man would undertake! to make Gods Eard look pleasent. I use to live in Salem. under the Name of Emma D'agany you will find in the State Fair Records 3 times winer of first premium on Collections on Botany, Drawing, Knitting, Crochetting, & Manufactor of Home mad'e soap. this was in

f. Mr. Governor W. [illegible] Lords time & Mrs. [illegible]izabeth Lord.
kind & very fine peopel & to them I have gratitude to my Grave.
Mr. Gilbert was Supt. of the Pen. & Mr. Bush the Banker
I remember him so well with his old fashon Hat. The Hall
Bros. Mr. J. L Patterson our late dear good Governer from
him I have Letters in my possession.

I think our dear Sheriff Mr. McKinney would
endorse my hard Labor Certificate any time, also to be
known as a good Tax payer.

Born in Switzerland 1861 & emigrate to Portland
Ore. 1885 & 1893 to Salem. 1899 to Baker.

Very Respectfull & submit.
your humbel Servant Emma Weber.

PR 154B

NOTED
State Highway Engineer

December 1, 1931

Mr. H. G. Smith
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

Replying to your letter of November 30 concerning the construction of the Old Oregon Trail at the east entrance to the city of Baker, with particular reference to right of way difficulties, would say that it has been the policy of the Commission to require the cities to secure right of way where the State has done work inside of the city limits and I do not think that there is any reason to expect that they would make an exception in this case. I think it would be well to hold off starting the work until the right of way has been secured.

If all the right of way is secured and the matter of moving the buildings is standing in the way of undertaking the project, I think that we could agree to pay for the cost of moving the buildings.

It would seem that in view of the money which would be spent in the city of Baker for unemployment relief that the city authorities would make some extra exertion to secure this right of way as soon as possible.

Very truly yours

State Highway Engineer

RAK:HI

VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 1 1931
OREGON
STATE HIGHWAY COMMISSION

November 30, 1931

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

Re: East Approach to Baker.

Dear Sir:

I have considered it inadvisable as yet to start the work on the east approach to Baker on account of serious difficulty in procuring the right of way. The Mayor and committees from the Chamber of Commerce had always assured me that they would be willing to procure this right of way in some manner, and it really looked as though they would since the people owning the really difficult corners had shown a very cooperative disposition and offered the right of way free if the buildings were moved back, but it now develops that Chas. Palmer who owns the field between Elm Street and Occidental Avenue, is asking the exorbitant sum of $5,000.00 for this right of way.

The value of this property would be actually enhanced by the construction of the highway as it would develop into valuable filling station or tourist park property, and since Mr. Palmer had been a former mayor of Baker, no one anticipated a "hold up" on this property.

All the other property seems to have been secured, but I do not believe that we would be justified in going ahead until final arrangements are made concerning the right of way through the Palmer place. The City of Baker has no money in the 1931 budget to cover the acquisition of any right of way, but possibly they could place a nominal amount in the 1932 budget which will not be closed for a week. Will you kindly advise whether the State Highway Department can obtain any of this right of way or cooperate in the attainment of it, or whether that would be strictly up to the city to obtain the right of way and fight the condemnation suit if necessary. There is also the question of moving back the houses at Bridge and Elm streets. Kindly advise whether that must be entirely done by the city or whether the Highway Department can pay for the moving of buildings.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW

PR# 154B

November 25, 1931.

Mr. R. C. Smith,
Division Highway Engineer,
La Grande, Oregon.

Dear Sir:

Reference is made to your letter of November 23rd, addressed to the attention of Mr. Baldock, which letter refers to the major betterment order required in connection with the grading of the East Approach to the City of Baker.

Mr. Baldock advises that all betterment orders should originate in the office of the division engineer, regardless of whether the work is, or is not, to be handled as a federal aid project. Please, therefore, work up this order and submit it to Mr. Baldock's office.

The federal aid plans and estimates for this work have been submitted to the Bureau of Public Roads, and we were informed yesterday, by Mr. Davis, that unless some unforeseen contingency arose, the approval of the Bureau would be forthcoming today. We will advise you further as soon as definite approval is received, but we believe that it will be safe to commence work at once. The federal aid portion of the project extends south from Sta. 17+00, no federal aid being received on the portion of the project which is between Sta. 0+00 and Sta. 17+00.

We are enclosing herewith a copy of the estimate upon which the federal aid project agreement will be based. The Bureau has insisted that the unit prices in this estimate be no higher than could be expected were the work performed by contract. This accounts for the unit prices in the estimate being considerably lower than the unit prices in the estimate submitted from the field.

Upon completion of the project, it will be necessary to provide the Bureau of Public Roads with a statement of the actual cost of performing the work, which statement must show the separate cost for each item in the estimate. The obtaining of separate costs for such items as overhaul and truck haul will be rather impractical, and will probably have to be arrived at by prorating and estimating. Nevertheless, these segregations are required, and you should instruct the timekeeper on the work to keep separate costs for each and every item in the estimate. Equipment rentals for each item should be kept separately from the other costs, as it now appears probable that the Bureau will refuse cooperation on equipment rentals. (This applies only to state owned equipment.)

It will not be necessary to keep separate costs on the federal aid and non-federal aid units, as it is agreeable to the Bureau to determine the separate costs by prorating in proportion to quantities of work performed.

Upon completion of the project, it will be necessary to submit a final estimate prepared in the same manner as a final estimate for a contract job. This estimate should, of course, be so prepared that a complete segregation can be made between the quantities on the federal aid unit and those on the non-federal aid unit.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

cc H. J. Miller,
Huntington, Oregon.

encl.

FP 154B

Novembe 24, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

As requested by Mr. Davis, we are submitting herewith a revised estimate of cost for the Baker Section of the Old Oregon Trail in Baker County, Federal Aid Project No. 154-B. We are also enclosing an analysis of cost to support the unit prices used in the estimate for 12-inch, 18-inch and 24-inch corrugated, galvanized iron pipe. Revised copies of Sheets Nos. 4 and 5 of the federal aid plans are being sent, under separate cover.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

Oregon State Highway Department Project No. 154-B

BAKER SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement, Based on estimate costs of construction by state forces.)

Salem, Oregon, Nov. 24, 1936.

Type I Roadway (Sta. 16+98 to Sta. 26+75)

All Required	Clearing and Grubbing		Est.	$ 10.00
3,700 cu. yds.	Common Excavation	$ 0.30	"	1,110.00
5,700 yd. mi.	Truck Haul	0.15	"	855.00
1,500 cu. yds.	Gravel Topping	0.60	"	900.00
				$2,875.00
		10% Engr. & Cont.		287.50
		Total- - - - - -		$3,162.50

Type II Roadway (Sta. 26+75 to Sta. 92+96)

All Required	Clearing and Grubbing		Est.	$ 90.00
3,500 cu. yds.	Common Excavation	0.30	"	1,050.00
22,500 cu. yds.	Solid Rock Excavation	0.90	"	20,250.00
33,100 yd. sta.	Overhaul	0.04	"	1,324.00
18,900 yd. mi.	Truck Haul	0.15	"	2,835.00
7,900 cu. yds.	Gravel Topping	0.60	"	4,740.00
130 lin. ft.	Salvaging Culvert Pipe	1.00	"	130.00
24 "	12" Corr. Galv. Iron Pipe	1.00	"	24.00
200 "	18" " " " "	1.60	"	320.00
70 "	24" " " " "	2.10	"	147.00
				$30,930.00
		10% Engr. & Cont.		3,093.00
		Total - - - - - -		$34,023.00

Length of Type I Roadway	0.185	miles
" " " II "	1.254	"
Total Length	1.439	"

Cost per mile, Type I Roadway, - $17,094.59
" " ", " II " , - 27,131.57

SUMMARY

Item			
Type I Academy	$3,162.50	$ 1,968.02	$ 1,194.48
" II "	34,023.00	21,172.51	12,850.49
	$37,185.50	$23,140.53	$14,044.97

State funds for construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for maintenance: Chapter 41, Laws 1927.

BAKER SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

Project 15A-B

Analysis of Cost for Pipe Culverts

			12" Corr. Galv. Iron Pipe	18" Corr.Galv. Iron Pipe	24" Corr. Galv. Iron Pipe
Cost F. O. B. Portland per lin. ft.			$ 0.54	$ 0.97	$ 1.27
Freight to Baker	"	"	0.13	0.23	0.30
Cartage	"	"	0.10	0.15	0.20
Installation	"	"	0.20	0.25	0.30
	Totals - - - - -		$0.97	$1.60	$2.07
	Use		($1.00)	($1.60)	($2.10)

PR 154 B

November 21, 1931.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Post Office Bldg.,
Portland, Oregon.

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, and five sets of special provisions, covering the Baker Section of the Old Oregon Trail, Project Agreement No. 154-B. Under separate cover, we are sending five sets of blueprint plans and one set of original cross-sections for this contemplated work.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

Dict. by J. W. Nash/BB.

encl.

Oregon State Highway Department Project No. 154 B

BAKER SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on estimated costs of construction by state forces).

Salem, Oregon, Nov. 21, 1931.

TYPE I ROADWAY (Sta. 17+00 to Sta. 26+75)

All Required	Clearing and Grubbing		est.	$ 10.00
3,700 cu. yds.	Common Excavation	.30	"	1,110.00
5,700 yd. mi.	Truck Haul	.20	"	1,140.00
1,500 cu. yds.	Gravel Topping	.60	"	900.00
				$ 3,160.00
		10% Engr. & Cont.		316.00
		Total, Type I		$ 3,476.00

TYPE II ROADWAY (Sta. 26+75 to Sta. 92+98)

All Required	Clearing and Grubbing		est.	$ 90.00
3,500 cu. yds.	Common Excavation	.30	"	1,050.00
22,500 "	Solid Rock Excavation	1.10	"	24,750.00
33,100 yd. sta.	Overhaul	.05	"	1,655.00
18,900 yd. mi.	Truck Haul	.20	"	3,780.00
7,900 cu. yds.	Gravel Topping	.60	"	4,740.00
150 lin. ft.	Salvaging Culvert Pipe	1.00	"	150.00
24 "	12" Corr. Galv. Iron Pipe	1.50	"	36.00
200 "	18" " " " "	2.00	"	400.00
70 "	24" " " " "	3.00	"	210.00
				$ 36,861.00
		10% Engr. & Cont.		3,686.10
		Total, Type II		$ 40,547.10

Length of Type I Roadway, 0.185 miles
" " " II " , 1.254 "
Total Length , 1.439 "

Cost per mile, Type I Roadway, - $18,789.18

Cost per mile, Type II Roadway, - $32,334.21

SUMMARY

Item	Total Cost	Federal Aid	State Funds
Type I Roadway	$3,476.00	$2,163.11 (62.23%)	$1,312.89
Type II Roadway	40,547.10	23,410.92 (57.737%)	17,136.18
	$44,023.10	$25,574.03	$18,449.07

State funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State funds for Maintenance: Chapter 41, Laws 1927.

GRADING OF THE BAKER SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY

Federal Aid Project No. 154-B

Description of Work

The work to be done on this project consists of grading, by state forces, the Baker Section of the Old Oregon Trail in Baker County.

The west end of the project is situated at Station 17+00 at the intersection of Myrtle Avenue and Elm Street in the City of Baker. The east end of the project is at Station 92+98=40+50 (F. A. P. 66) near the south city limits. The length of the project is approximately 1.4 miles.

All work to be done shall be performed in accordance with the standard specifications of state highway construction of the State of Oregon, supplemented by the following special provisions:

Salvaging and Reinstalling Culvert Pipe

Under this item, such culverts now in place on the existing road, as the engineer may direct, shall be taken up and reinstalled on the project at some other location designated by the engineer. This work shall be classified as "Salvaging Culvert Pipe" and the cost of which shall be computed on a lineal foot basis. The cost shall cover the taking up, hauling and reinstalling of the pipe and the taking off of the old headwalls. It shall not, however, include the excavation necessary to uncover the old pipe, nor the excavation of the trench in which the pipe is to be placed, all of which work shall be a part of, and included in, the cost of excavation work being done on the project.

Rock Backfill

On that portion of the project approximately from Sta. 17+00 to Sta. 26+75 and Sta. 42+50 to Sta. 50+00, due to unstable subgrade conditions, the roadbed shall be excavated one foot below the profile grade and backfilled with pit-run rock procurred from rock cuts occurring on the project. During the spreading of this backfill material, all oversize stone shall be reduced by sledging to a maximum size of eight inches. The expense incurred in the spreading of this material shall be included in the cost of solid rock excavation.

Gravel Topping

On all portions of the project the constructed grade is to be topped with a course of pit-run gravel, which course shall be constructed as indicated by the typical cross-section shown on the accompanying plans. The gravel to be used shall be clean and durable. It is to be obtained from a pit situated on the Powder River, approximately one mile north of the west end of the project. The cost of this work, designated as "Gravel Topping," shall cover the excavating and loading of the materials into trucks and the spreading of the materials onto the roads. The cost of hauling of the materials shall be included in the item of "Truck Haul" which item, likewise, includes the hauling of excavated materials, where payment of overhaul on a yard mile basis shall apply as described on page 23 of the standard specification form.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

GRADING OF THE BAKER SECTION ON THE OLD OREGON TRAIL IN BAKER COUNTY

Federal Aid Project No. 154-B

Description of Work

The work to be done on this project consists of grading, by state forces, the Baker Section of the Old Oregon Trail in Baker County.

The west end of the project is situated at Station 17+00 at the intersection of Myrtle Avenue and Elm Street in the City of Baker. The east end of the project is at Station 92+98=40+50 (F. A. P. 66) near the south city limits. The length of the project is approximately 1.4 miles.

All work to be done shall be performed in accordance with the standard specifications of state highway construction of the State of Oregon, supplemented by the following special provisions;

Salvaging and Reinstalling Culvert Pipe

Under this item, such culverts now in place on the existing road, as the engineer may direct, shall be taken up and reinstalled on the project at some other location designated by the engineer. This work shall be classified as "Salvaging Culvert Pipe" and the cost of which shall be computed on a lineal foot basis. The cost shall cover the taking up, hauling and reinstalling of the pipe and the taking off of the old headwalls. It shall not, however, include the excavation necessary to uncover the old pipe, nor the excavation of the trench in which the pipe is to be placed, all of which work shall be a part of,and included in, the cost of excavation work being done on the project.

Rock Backfill

On that portion of the project approximately from Sta. 17+00 to Sta. 26+75 and Sta. 42+50 to Sta. 50+00, due to unstable subgrade conditions, the roadbed shall be excavated one foot below the profile grade and backfilled with pit-run rock procurred from rock cuts occurring on the project. During the spreading of this backfill material, all oversize stone shall be reduced by sledging to a maximum size of eight inches. The expense incurred in the spreading of this material shall be included in the cost of solid rock excavation.

Gravel Topping

On all portions of the project the constructed grade is to be topped with a course of pit-run gravel, which course shall be constructed as indicated by the typical cross-section shown on the accompanying plans. The gravel to be used shall be clean and durable. It is to be obtained from a pit situated on the Powder River, approximately one mile north of the west end of the project. The cost of this work, designated as "Gravel Topping," shall cover the excavating and loading of the materials into trucks and the spreading of the materials onto the road. The cost of hauling of the materials shall be included in the item of "Truck Haul" which item, likewise, includes the hauling of excavated materials, where payment of overhaul on a yard mile basis shall apply as described on page 23 of the standard specification form.

154-B

November 16, 1931.

Mr. H. G. Smith,
Highway Division Engineer,
La Grande, Oregon.

Dear Sir:

As requested in your letter of November 12th, we are sending to you herewith three blueprint copies of the sketch map showing the location of the gravel pits from which it is proposed to obtain gravel for use in connection with the regrading of the Baker Section of the Old Oregon Trail.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:ER

encl.

PR 154-B

8767 1000 7-31

COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

November 12, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

East Appraach to Baker.

Attention Mr. Probert:

Dear Sir:

In answer tp your letter in regard to East approach to city of Baker, beg to advise that it is intended to move the service station buildings on right of way at station 64 and reestablish them, fronting the highway on the opposite side of the raod.

The buildings on the east side of the highway between stations 64 and 66, consisting of of one small house and garage and a shed or barn.

Rock backfill between stations 11+00 to 26+60, and 42+30 to 50+00 will be pit run rock taken from cut at the east end of the project, and sledged to an 8" size as it is spread.

The gravel topping will be pit run material obtained from gravel pit in blocks 10 and 11, as shown on the accompanying sketch. Specifications for the gravel topping are identical with the East Unit of the Huntington-Slides section, as shown on page 7.

Will you please send to this office three blue prints of the sketch showing the proposed gravel pits.

Very truly yours,

H G Smith

Division Engineer.

HGS V
Incl.

154-B

1000 7-31
COMMISSIONERS
H. B. VAN DUZER, CHAIRMAN, PORTLAND
M. A. LYNCH, REDMOND
CHAS. K. SPAULDING, SALEM

H. B. GLAISYER, SECRETARY

ROY A. KLEIN
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF H. G. SMITH, DIVISION ENGINEER
LA GRANDE, OREGON

November 9, 1931.

Mr. Roy A. Klein,
State Highway Engineer,
Salem, Oregon.

RECEIVED
NOV 10 1931
OREGON
STATE HIGHWAY COMMISSION

Attention: Mr. Probert

Dear Sir:

I am forwarding to you under separate cover map, profile and cross-sections to the east approach to the city of Baker, which is contemplated to construct with emergency laborers securing the cooperation from the Bureau of Public Roads.

The portion on Bridge and Elm Streets has been based upon the established grade lines of the City of Baker. The soil composing the foundation from station 0 to station 45 is very poor, being nearly a swamp with the water table close to the surface of the ground, and since the grade could not be raised through the improved portion from station 0 to station 27, it was considered necessary to remove the existing material to permit of backfilling with 1" of rock hauled from the cuts at the east end of the project. The bulk of this excavated material will be wasted, only the top portion which contains a small amount of gravel being hauled into the fills.

The attached estimate of cost if based upon prices which we anticipate can be secured with hand labor.

Very truly yours,

H G Smith

Division Engineer.

HGS:OW
Encl

15H-B 11/9/31.

Estimate of Cost by H. G. Smith, Division Engineer.
East Approach to Baker.
Work to be performed by emergency laborers.

Fencing	200	rods at	$1.00	$ 200.00
Clearing and Grubbing	all			100.00
Common Excavation	9,000	cu.yds. at	.40	3,600.00
Solid Rock Excavation	22,500	cu.yds. at	1.50	33,750.00
Overhaul	37,000	sta.yds.at	.05	1,850.00
Truck Haul	10,000	yd.mi. at	.20	2,000.00
12" Corr. Galv. Iron Pipe	24"	lin.ft.at	1.50	36.00
18" Corr. Galv. Iron Pipe	200"	lin.ft.at	2.00	400.00
24" Corr. Galv. Iron Pipe	70"	lin.ft.at	3.00	210.00
Salvaging Corr.Galv.Iron Pipe	150"	lin.ft.at	1.00	150.00
Gravel Topping	11,500	cu.yds at	.60	6,900.00
Gravel Topping Pay Haul	23,700	cu.yds at	.20	4,740.00
				$53,936.00
Plus 10% for engineering costs and contingencies				5,393.60
				$59,329.60

Based upon estimated cost with hand labor.

PP 154B

November 10, 1931.

Mr. H. C. Smith,
Highway Division Engineer,
La Grande, Oregon.

Dear Sir:

On the map recently submitted for the proposed improvement of the East Approach to the City of Baker, it is noted that at about Station 64 there are, within the right-of-way limits, a service station, a house, and several cabins.

Please advise as to what disposition is to be made of these buildings, as that feature will have a bearing on the distance to which the federal aid project can be extended within the city limits. If the buildings are to be demolished, they will not have to be included in the number of buildings fronting on the highway. If, however, they are to be moved and reestablished at some other location fronting the highway, they will have to be so included.

Please, also, advise the nature of the three buildings located on the east side of the existing highway, between Stations 64 and 66. As the project is to be a federal aid project, it will be necessary to submit specifications for the gravel topping and for the rock backfill to be used between Stations 11+00 and 20+00 and 42+30 and 50+00. These specifications should give the limiting sizes of materials, the sources from which the materials are to be obtained, etc.

Very truly yours,

ROY A. KLEIN,
State Highway Engineer,

By

S. H. Probert,
Office Engineer.

SHP:MR

CONTRACT #1456,

[redacted]

PR 188-A Cheshire-Prairie Rd. Sec. 1933

1456

File Copy

119-a

January 13, 1934.

Mr. J. N. Bishop:

I made an inspection of the trestles on the Cheshire section this morning and found that the non skid which has been placed on some of these trestles did not extend clear out to the curb, leaving about a foot of bare concrete between the curb and the edge of the non skid. This looks rather unfinished and also has a tendency to hold water. If you plan on doing the balance of this non skid work next season, I wish you would finish out all the trestles clear to the curb line and also put a non skid surface out on the shoulders, as indicated by the attached sketch.

In reference to this matter, Mr. Baldock issued a circular letter to this effect some time ago, and I believe it would be well to re-issue standard instructions along this line. Oiling shoulders adjacent to bridges costs very little and eliminates the possibility of weeds growing up at this point. It is particularly important that we keep weeds and brush away from the ends of our creosoted timber bridges as they present a somewhat greater fire hazard than any other type of construction which we use.

C. B. McCullough

CBM:AP

cc Mr. G. S. Paxson

cc RH Baldock

188-a

November 24, 1933

Mr. R. A. Collier, Division Engineer
Oregon State Highway Department
Roseburg, Oregon

Dear Sir:

In connection with the bituminous macadam wearing surface constructed on the Cheshire-Prairie Road Section, it is noted that the item of asphalt underrun the contract quantity approximately 18%.

The Bureau of Public Roads require, on all Federal Aid Projects, an explanation for a variation of 10% or more that occurs for any contract item and for the reason that the records of this office do not explain the variation mentioned above, we will appreciate a statement from you concerning it.

This same requirement is in effect for all future Federal Aid Projects, as well as those now under contract, and it is our suggestion that the necessary explanations be submitted to this office at the time each final estimate is sent in.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 12, 1933.

RECEIVED
JUN [illegible] 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to the voucher submitted for Oregon Emergency Construction Highway Project No. E. 188-A in the amount of $2,807.80.

It is noted that the voucher claims payment for 150 cubic yards of Waterbound Macadam Base and 90 cubic yards of Gravel Shoulders which the Monthly Estimate shows was placed outside the limits of the project between Sta. 84+00 and Sta. 87+00. The voucher has been corrected and is being recommended for payment in the reduced amount of $2,501.80, of which $900.64 is from Federal aid funds and $1,601.16 is from Emergency construction highway funds.

As a similar error was made on the voucher for Oregon E. 183-A, we suggest that more care be used in the preparation of vouchers.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

2807 80
2501.80
306.00

8 11

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 **BUREAU OF PUBLIC ROADS**
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 30, 1933

RECEIVED
AUG 31 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-188-A, Cheshire-Prairie Road section of Siuslaw Highway ________________, was made by a representative of this office on August 15, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. C. Caufield
Highway Engineer

#1456

188-a

August 29, 1933

Globe Indemnity Company,
Geo. S. Kerr Company, Agents,
Title & Trust Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1456 for the construction of the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane Countyhas been completed by the contractor, A. Milne, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 8th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $37,236.17 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 888—4M—8-33.

REGO STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 29, 1933

Section CHESHIRE-PRAIRIE ROAD

Kind of work Surfacing, Waterbound & Bit. Mac.

Highway SIUSLAW

Section prefix 20-PA F.A.P. E-188-A

Contractor A. MILNE

Contract number 1456

Date of contract January 13, 1933

Date of completion ~~July~~ June 15, 1933

Date work started " 23, 1933

Estimated date of completion July 24, 1933

Amount of contract $ 39,795.00

Per cent of time elapsed 125 %

Estimated cost of completed project, exclusive of engineering $ 40,245.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2429.23, 6.0 %

Date project was completed July 24, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

July 24 - Contractor made fill for bridge approach at sta 251.

Engineering party of 3 men 5 das. this week remeasuring stock piles and working on semi-final estimate.

Semi-final estimate completed and sent by express to E. A. Collier, Division Engineer, Roseburg, Oregon.

RECEIVED
JUL 31 1933

E. E. [illegible]
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACI	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	Shoulder Mtl.
Miles in project		3.79		3.79	
Miles partially completed					
Miles completed		3.79		3.79	
Total estimated quantities		8500 C.Y.	1500 C.Y.	5500 C.Y.	4000 C.Y.
Estimated quantities moved or placed to date		8000 " "	1600 " "	4938 " "	3987 " "
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day 1					
Hours per shift 5					
Average force on project for week 8					

Percentages of men employed on contract to be secured from:

Linn County, 53 %; Lane County, 47 %; .... County, ... %; .... County, ... %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams						8	8
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders ......, Rollers ......, Mixers ......, Crushing or screening plants ......, Compressors ......, Bull dozers ......, Sheet-foot rollers ......, Trucks 2, ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot		
Monday	"		
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#1456

188-a

July 14, 1933

Twin Oaks Lumber Company
669 High Street
Eugene, Oregon

Attention of Mr. John J. Rogers, President

Gentlemen:

Reply is made to your letter of July 13 advising that you have a claim in the sum of approximately $1000.00 against Milne Construction Company for materials furnished in connection with the contract awarded to that company by the State Highway Commission for the surfacing of the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County, being Contract No. 1456.

The contract to which you refer was awarded by the State Highway Commission to A. Milne, an individual, and not a company.

The records show that our last payment to Mr. Milne was in the sum of $9,913.86; it was paid on July 5. The next estimate is due Mr. Milne on or about August 1, and will be for work performed during the month ending July 15.

The present estimated date of completion is August 15. If Mr. Milne completes his contract before the August 15 estimate is due, probabilities are that a semi-final payment will be made to him before that time by which a portion of the retained percentage will be released to him pending the final check-up of the field notes in connection with the job.

Mr. Milne furnished the State with a surety bond for the protection of claims, which bond we offer for the protection of your claim. It was written by Globe Indemnity Company, its agent being Geo. S. Kerr Co., Title & Trust Building, Portland.

Very truly yours

Secretary

HBG:AJ

J. ROGERS, President L. C. SCHARPF, Secretory

#1456

Twin Oaks Lumber Co.
BUILDING MATERIAL STORES
669 High Street • Phone 782
Eugene, Oregon

Lumber
Shingles
Veneers
Roofing

Explosives
Wallboards
Paints and Oils
Masons' Supplies

5779

July 13 33.

Oregon State Highway Commissiog Salem Oregon;

Gentlemen;

The Milne Construction Co is owing us here and at our Junction City branch a total of approximately $1000.00. This account has been on our books for some months and we have been led to understand that this will be paid upon their receiving their money from you. Kindly advise us how payments are planned for this job as the work is about completed.

Yours Truly.

John J. Rogers Pres.

RECEIVED
JUL 14 1933
OREGON
STATE HIGHWAY COMMISSION

Pd. June 15 - $17,112.76
Ret. $2,984.63
Est. #3 - $9,913.86 mailed out on July 5th. warrant included June 15
Was 31% complete on June 15th
Had $28,702.45 to complete work
Completion date is Aug. 15th
What is status of payment?

188

RECEIVED
JUL 12 1933
OREGON
STATE HIGHWAY COMMISSION

OSBURN HOTEL
Eugene, Oregon

NOTED
State Highway Engineer

July 11 1933

Dear [illegible].

NOTED
State Highway Engineer

Milne has quoted us a price of $1^{60} per cu yd for washed rock for Cheshire cement bound macadam 1200 yds. He is quite anxious to put this out so he can use equipment elsewhere. He will reduce price to $1^{50} if washing is not required. I think satisfactory rock can be made this dry weather by dry screening. Please advise him as soon as possible so he can strip the additional rock required and put it out.

E A Collier

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

SION

NOTED
State Highway Engineer
188a

VED
1933
OMMISSION

IN REPLY PLEASE
REFER TO FILE No.

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-Prairie Road project
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ired. A. Milne quoted
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I do not have a price
ugene Sand and Gravel Co.
n quarry some ½" minus
. However, it is my
w down good into the
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is estimated at $10,000.00
rairie Road Section
,500 per mile on

ruly yours,

E. A. Collier
Division Engineer

FORM-DIA-1 · 2030 · 310 · 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

NOTED

Roseburg, Ore.
July 6, 1933

RECEIVED
JUL 7 - 1933
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: J. H. BISHOP

Dear Sir:

Mr. Smith informed me on June 15th, that it had been decided to place one half mile of cement bound macadam on the west end of the Cheshire-Prairie Road project with State Forces. One quarter mile of this experimental section was to be laid according to recommended specifications for cement bound macadam. On the other quarter mile, a top course approximating one inch in thickness is to be placed of machine mixed concrete spread with a finishing machine.

Attached hereto you will find a Minor Betterment Work Order covering the construction. In estimating the quantities and costs, I have used those given by C. H. Buckius, printed in Civil Engineering for February, 1933. His article covered construction of one mile of 18 foot width cement bound macadam in Pennsylvania. From cores taken after construction, he determined that his average penetration was not over 5 inches and that therefore he should have used 80% more grout. He did not use headers. Considering the headers to be placed and the machine mixed top to be placed, I have increased his unit costs for labor and equipment. Cement costs us almost twice as much as it did him.

The section on which it is planned to place this is oiled about 18 feet wide with rather a high crown. The road should be scarified and regraded to produce a subgrade satisfactory for 20 foot width of concrete and the cost of doing this has been included in the estimate for labor and equipment.

I am also attaching hereto Requisition for the Aggregate required. A. Milne quoted $1.60 per cubic yard in his letter of June 24th, a copy of which was sent you on June 27th. The Eugene Sand and Gravel Company quote $1.75. I do not have a price on sand but the Board of Control can obtain prices from the Eugene Sand and Gravel Co. and the Intercity Sand and Gravel Co. We have at the Purkerson quarry some ¼" minus screenings which the laboratory reports as suitable for grout. However, it is my opinion that this grout would be quite harsh and would not flow down good into the coarse aggregate and that it would be better to purchase sand.

The cost of this half mile of concrete macadam, 20 feet wide, is estimated at $10,888.00 which includes $1200. or $1500. for grading. On the Cheshire-Prairi[illegible] Section the cost for water bound macadam and B-12 surface is about $10,500 [illegible]ile or about half the cost per mile of this cement bound macadam.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
cc. H. G. Smith
EAC:AW

FORM 2-A1 5000 SM 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1 (?) - 2

OREGON STATE HIGHWAY COMMISSION

SALEM

June 22, 1933

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. E. A. Collier,~~
~~Division Engineer,~~
~~Roseburg, Ore.~~

Dear Sir:

Answering your inquiry as to advisability of placing B-12 between new location of Pacific Highway and present wye on Prairie road, I beg to advise that any money saved on present contracts will revert to government, therefore it is inadvisable to effect economies that will later increase our maintenance cost.

If there will be any traffic at all on the 400 ft. in question, I recommend placing the B-12 but if the Prairie Road on the eastside of the Oregon Electric will be absolutely abandoned and the 400 ft. used only until the completion of the highway possibly an O-6 would do.

It is my rememberance that there is a school house and some farms which will use this wye, therefore it would seem advisable to use the B-12.

Youre very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/E

CC to
R.H. Baldock

FORM 8-A-1 7820 3M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. A. Collier,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

We have just advised by Mr. Bishop that it has been decided to place one half mile of cement bound macadam on the west end of the Cheshire-Prairie Road project with State Forces.

If you have not already done so please get a price agreement from A. Milne for furnishing the coarse aggregate necessary for this work. We are unable to ascertain the size of the coarse aggregate to be used but believe this has been taken up with you. The recommended minimum size is 2½" of which not more than 15% shall pass a 1½" sieve and not more than 5% passing a 1" sieve.

Mr.Biship also advises that in laying this experimental section that ½ mile will be laid according to the recommended specification for cement bound macadam. On the other ½ mile a top course approximating 1" in thickness will be spread with a finishing machine. It is thought that this 1" top layer should be a mixture of cement and 3/4" minus aggregate instead of the fine grout.

It will probably be several weeks before a crew can be organised to do this work, but the material should be obtained or located as soon as possible so that they will be available when needed.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
J. N. Bishop

June 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Smith's letter of May 31 relative to substituting some 2,000 ft. of cement bound macadam for bituminous macadam on Oregon Emergency Construction Highway Project E-188-A.

It was not our understanding that Mr. Moskowitz agreed to the arrangement outlined, but he was favorable to constructing a section of up to one mile on some road other than the Pacific Highway. The changing of the contract contemplated in your letter would involve approval of the Chief of Bureau and there is no assurance that approval could be obtained.

Another consideration is that in calling for bids we will obtain a better idea of the probable future cost of this type of construction.

Summing up, we are uncertain as to whether a change in type will be approved, and would suggest that a short piece of cement bound macadam be placed on some new project upon which bids have not been received.

Very truly yours,

W. H. LYNCH
District Engineer

RECEIVED
JUN 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 2-A-1 7912 10M 2-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

148a

June 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Dear Sir:

Mr. Davis advises that it will be impossible to extend or alter the Cheshire-Prairie Road job so as to provide for the placing of cement bound macadam. He states that it was his understanding that 2000 ft. of cement macadam was to be placed on the Salmon River Cutoff as a portion of a new project.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

FORM 2-A-1 2000 6M. 3-30
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 1, 1933.

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. E. A. Collier,~~
~~Division Engineer,~~
~~Roseburg, Oregon.~~

NOTED
State Highway Engineer

Dear Sir:

Mr. Davis advises that it will be impossible to extend or alter the Cheshire-Fendrie Road so as to provide for the placing of cement bound macadam, so instead of getting a price agreement from Milne concerning the placing of this you might secure prices from him and get an estimate of placing 2000 ft. west of Cheshire, with a production of additional rock for it.

As this would have to be handled by an entirely separate contract it is very doubtful if we can arrange for this, but I would appreciate having his prices on it if he is willing to quote us the prices.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

FORM 6 A-1 7000 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 31, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

In accordance with arrangements discussed by Messrs. Baldock and Moscovitch it is desired to place 2,000 ft. of cement bound macadam on the Cheshire-Prairie Road Section project E-128A in lieu of a similar amount of bituminous macadam.

It is desirable to have an unlimited test of this type of construction, under a contractor sufficiently experienced in other types of penetration macadam to secure a smooth job, and where satisfactory rock is available. A determination of the comparative ease of laying is also desired together with the cost.

All these factors make it desirable to lay a test section simultaneous with an asphalt job therefore your permission to modify this job accordingly is requested. Specifications will be forwarded for approval as soon as they can be prepared.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

FORM S-A-1 5000 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

#1456

[illegible]-2

May 25, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

A. Milne has requested an extension of time of sixty days for completion of his contract #1456, Cheshire-Prairie Road Section in Lane County and has accompanied his letter with the consent of his surety. The contractor has crushed and stock piled at the quarry nearly all of his oil rock. The road has been too soft for the successful construction of water bound macadam and I believe the State will secure a better job than if the contractor had attempted to overcome the weather and road difficulties. Traffic has not been inconveniensed by reason of the contractors failure to complete on time. There has been a slight increase in engineering expense but our engineering force has been working on other jobs part of the time. The specified date of completion in his contract is June 15th, and I recommend that a sixty day extension be granted without penalty.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E. 188-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
MAY 25 1933

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encl.

Hwy 14737

Form P. R. 2

State Oregon

Project No. E-168, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of April, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:**

Whereas the Highway Department of said State submitted on the 7th day of November, 1932 a project statement, which was approved by the Secretary on the 9th day of January, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 13th day of January, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fourteen thousand, seven hundred seventy-eight and 72/100 dollars ($14,778.72) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 87+00 in the N½ of Sec.8, T 16 S., R 4 W., and survey station 297+00 in the village of Cheshire in the SW¼ of Sec.10, T 16 S., R 5 W., W.M.

, length 3.977 miles, in Lane County, being Section A of Oregon Federal Aid project No. E-188, consisting of 3.977 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible] known locally as the Cheshire-Prairie Road section of the Siuslaw Highway between official control points "point on Federal Aid Road near Florence to a point on Federal Aid Road near Junction City."

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5516

(b) It is mutually agreed that any and all construction work in connection with the proposed improvement of the project already performed or completed and now in place, and on which no Federal aid is requested, shall be subject to the inspection and approval of the Secretary or his authorized agents.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of fourteen thousand, seven hundred seventy-eight and 72/100 dollars ($ 14,778.72), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of forty-one thousand, fifty-two and no/100 dollars ($ 41,052.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1933.

ORGEGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOV[illegible]ICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-188-A State of Oregon

Second. That in accordance with said provisions I have approved the sum of $41,052.00 as the total estimated cost of said project, and the sum of $ 14,778.72 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of May, one thousand nine hundred and thirty-three.

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

#1456

OREGON STATE HIGHWAY COMMISSION

SALEM

May 22, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. Milne
Cheshire, Oregon.

Dear Sir:

The completion date specified in your contract 1456 for surfacing the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County is June 15th, 1933. It appears probable that you will be unable to complete your work and I wish to suggest that you apply at this time, or early in June for a sufficient extension of time to permit you to complete the job. This application should be made to the State Higway Commission stating the reasons why you feel you are entitled to an extension and have attached to the request the consent of your surety company for such extension.

Very truly yours,

E. A. Collier
Division Engineer

cc. H. B. Glaisyer
EAC:AW

MAY 23 193
OREGON
HIGHWAY COMMISSION

FORM 9-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 18, 1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

Receipt is acknowledged of your letter of May 17th, calling attention to the fact that the original project authorization for the surfacing of the Cheshire-Prairie Road Section, Contract No. 1436, should have included an allowance of $450.00 for royalty on the crushed rock.

This letter is your authority for incorporating this allowance into the original authorization, increasing the amount thereof from $43,700 to $44,150.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc H. G. Smith

NOTED

FORM G-A-1 7989 5M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 16, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Umphlette,
Resident Engineer,
Eugene, Ore.

Dear Sir:

The Bureau of Public Roads have denied the request of the A. A. Milne Construction Co. on the Cheshire-Prairie Road Section of the Siuslaw Highway that they be allowed to use a shovel instead of hand labor in the quarry on that project on account of the excessive amount of water, therefore please instruct the contractor to discontinue the use of the shovel and use hand labor on the balance of the project, which is above water or which can be worked by pumping out the water.

If any material is then left in the bottom which can not possibly be worked by hand the question then of the use of machinery can again be taken up at that time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/M

CC to
R. H. Baldock ✓
W. H. Lynch
E. A. Collier

May 15, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Construction Highway Project No. 188-A, the Cheshire-Prairie Road section of the Siuslaw Highway.

During a recent inspection it was noted that the contractor in loading rock in the quarry is now using a shovel instead of hand labor as required in the specifications, and his excuse is that there is too much water to permit the use of hand labor in loading the rock.

It appears to us that the contractor should be required to comply with the specification governing hand labor, particularly on that portion of the quarry which is above the water or which can be worked by pumping out the water. If after that is done, it is impossible to use hand labor on the balance of the rock required, the question as to the use of machinery can then be taken up.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

155-12

May 13, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find Price Agreement covering the use of screenings for filler on the Cheshire-Prairie Road. I understand you wish this Price Agreement written up in order to cover any possible argument later. This same material is being paid for as part of the water-bound macadam at a much higher price. Trusting this is in satisfactory form.

Yours truly,

E. A. Collier

E. A. Collier
Division Engineer

NOTED
State Highway Engineer

cc. R.H. Baldock
EAC:AW

[illegible] 1M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

188-a

May 11, 1933

NOTED
State Highway Engineer

Mr. E. L. King, Superintendent,
Southern Pacific Company,
Pacific Building,
Portland, Oregon.

Dear Sir:

Reference is made to copies of agreement relative to the Cheshire grade crossing in Lane County which have been forwarded for execution by the State Highway Commission.

It appears from the agreement that it is the intention that the State shall construct and maintain the highway at its own expense and also shall pay for all costs and expenses involved in moving the switch points and siding track---as against this the railroad company is to bear the cost of the construction and maintenance of the crossing area between the rails and for eighteen inches on each side thereof.

This appears to be in substantial accord with the order of the Public Utilities Commissioner issued July 9, 1932, but your attention is called to the fact that the Southern Pacific Company later petitioned for a rehearing on the allocation of costs, which matter was argued on Tuesday, November 29, 1932. At that time the Southern Pacific Company objected to paying any of the costs involved.

The final order of the Public Utilities Commissioner based upon the questions presented at the rehearing has not yet been received but we presume that such an order should be issued in the near future.

At the time of the rehearing it was suggested by the Oregon State Highway Commission that the original order possibly was slightly inequitable in that the estimated cost of the work to be performed between the rails and for eighteen inches on each side thereof was somewhat greater than the cost estimated for the moving of the switching points. No request was made to have the railroad participate in the cost of the construction of the highway embankment between the railroad right of way limits. The position which the State took and which was advanced and advocated both in the original hearing and the rehearing was that the most equitable basis would be to total the cost of the construction of the planked crossing, the cost of moving one pole and the cost of moving the switching points with an equal distribution of costs between the State and the railroad company. This attitude on our part was seriously contested by Mr. R. M. Kerr, Attorney for Southern Pacific Company, who took the position that nothing would be

Mr. E. L. King,
May 11, 1933,
Page 2.

acceptable to the Southern Pacific Company except relief from any and all of the costs involved.

As the matter now stands it would appear to us that the proper thing to do would be to wait until such time as the final order of the Public Utilities Commissioner is entered and then to prepare an easement agreement containing terms in accordance with such order. We trust that this suggestion will prove satisfactory to you.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW

cc R. H. Baldock
H. G. Smith

April 22, 1938

Central Heating Company
855 Olive Street
Eugene, Oregon

Attention of Mr. R. P. Dixon, Manager

Gentlemen:

Reference is made to your inquiry of April 21 regarding Milne Construction Company.

Final payment is not made to any contractor until he has signed an affidavit to the effect that he has paid all outstanding claims against his job.

The law requires contractors to furnish the State with a surety bond for the protection of labor and material claims, and all just dues, debts and demands incurred against the project. Such bond was furnished by A. Milne in connection with his contract for the construction of the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County. This bond was written by Globe Indemnity Company for which Geo. S. Kerr Co., is the resident agent, with offices in the Title & Trust Building, Portland.

Due to the fact that the bonding company will be liable for the payment of your claim if you do not secure satisfaction therefor from the contractor, I do not believe that the bonding company would agree to allow the contractor to dispose of any assets unless they remained ~~were~~ sufficient to fully satisfy the bonding company.

I would suggest that you make inquiry of the bonding company with regard to mortgage given by Mr. Milne to U. S. National Bank, Portland.

Very truly yours

Secretary

HBG:AJ

A. C. DIXON, PRESIDENT

R. P. DIXON, MANAGER

CENTRAL HEATING COMPANY
CENTRAL STATION STEAM SERVICE
DIESEL AND FUEL OIL, HOGGED FUEL
855 OLIVE STREET
PHONE 1426

EUGENE, OREGON

April 21, 1933

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention: R. H. Baldock, Highway Engineer

Dear Sir:

We are writing you for some information regarding the general handling of road contracts to find out whether or not the contractors are required to settle all bills in full incured upon jobs before receiving their final money from the state.

We noticed yesterday that the Milne Construction Company had given a mortgage for sixty-five hundred dollars to the U. S. Bank of Portland and are wondering whether this was the usual procedure of financing or whether it was an indication of difficulties. Our concern is supplying the Milne Construction Company with oil on the [illegible] job and plan to do so without interruption of service but would appreciate knowing if the State or County requires all bills to be paid before the final settlement is made with the particular contractor for each job.

Any information we could receive on this point would be greatly appreciated.

Yours very truly,

CENTRAL HEATING COMPANY

R. P. Dixon

R. P. Dixon, Mgr.

FORM S-A-1 6786 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

188-a

OREGON STATE HIGHWAY COMMISSION
SALEM

April 1, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the west half of the Cheshire Section, I beg to advise that owing to the inability of Mr. Baldock to make the classification on the Umpqua, he was unable to make the inspection on the Cheshire section as contemplated but he has suggested that a slight amount of clean material be added to the softer places during the wet season in order to stiffen up those spots which contain an excessive amount of filler.

Is it possible to obtain any clean coarse gravel in that section for this purpose, and if not is the surfacing contractor in a position to deliver coarse crushed rock to those sections which could be incorporated with the topping material by the patrolman during the Spring rains.

Funds are not available for a standard 2" macadam over that section or it would have been included in the project as we originally contemplated, but if absolutely necessary we could arrange for the purchase of a few hundred yards to stabilize the weaker sections.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

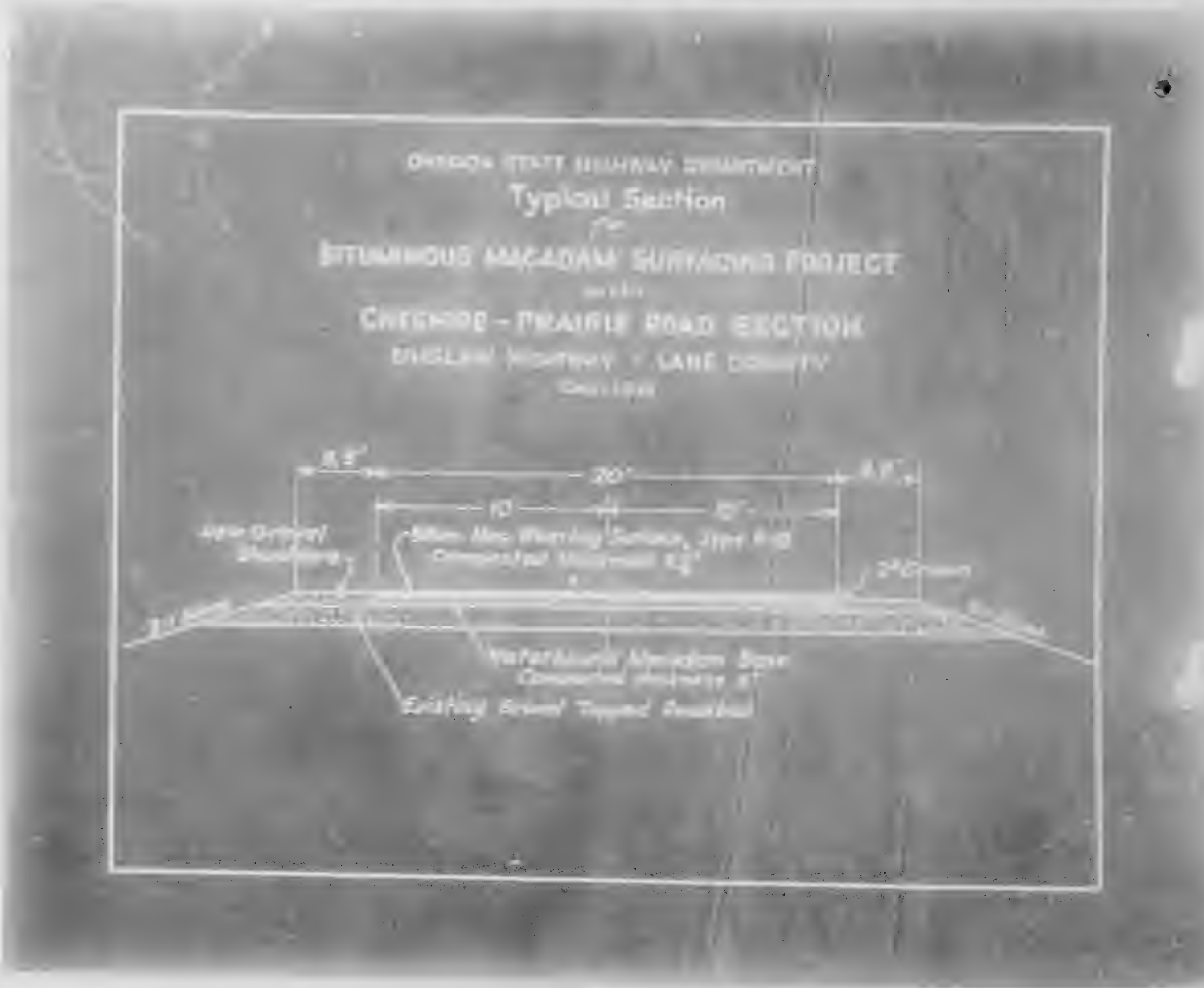
By

HGS/H

H. G. Smith,
Construction Engineer.

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer


Oregon State Highway Department
Typical Section
for
Bituminous Macadam Surfacing Project
on the
Cheshire – Prairie Road Section
Siuslaw Highway – Lane County
Oregon
8.5'
20'
8.5'
10'
10'
New Gravel Shoulders
Bitum. Mac. Wearing Surface, Type A
Compacted thickness 2½"
2" Crown
Waterbound Macadam Base
Compacted thickness 6"
Existing Gravel Topped Roadbed

FORM 5-A-1 7500 9M 5-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

158-a

March 24, 1933

R. H. Baldock
State Highway
Engineer
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Did you look at the west end of the Cheshire-Prairie Road Section on your last trip. If so, you no doubt noticed that it is not so stable as the east half.. The east half of this section is on higher ground and the grade is built of prairie loam. The west half of the section is on lower ground and the grade is built of black dobe. The gravelled topping from the field pit contained a considerable amount of black mud also, so that this gravelled topping has not proved as stable this winter on the west half ad on the east half. To provide macadam slab and to make the construction consistent throughout the four mile section I should like authority to increase the thickness of water-bound macadam on the west half of the unit. There are some sections in the westerly two miles which will not need this additional thickness, in fact if we can add 2 inches of compact macadam for a distance of 1.8 miles it would be sufficient. The bridge grades on this whole job were set to permit placing about 2" more surfacing than the present contract calls for so that we will have no difficulty meeting the bridge grades.

Please advise me if your recent inspection bears out the above observations. The contractor will not start placing road rock for at least onemonth and I should like authority to place the additional thickness suggested.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AV

NOTED
State Highway Engineer

168-a

February 17, 1923

Mr. A. Milne,
1853 East Broadway,
Portland, Oregon.

Dear Sir:

We are sending you, under separate cover, an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County.

This copy is for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

FORM 5-A-1 6796 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

188-a

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 8, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
FEB [illegible] 1933

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: J.M.DEVERS

Dear Sir:

Herewith I am mailing you a tracing of the Purkerson quarry site on the Cheshire-Prairie Road Section of the Siuslaw Highway in Lane County. Please have two prints made and mail one to this office and one to A.K. Grondahl in Eugene.

Attached hereto you will find four copies of a ground lease covering this quarry which have been signed by Mr. Purkerson and his wife before a Notary Public. I believe the description on this ground lease is sufficient in consideration of the fact that we are buying on a yardage basis and that it is probable we will not want to use this quarry again after this Spring, however, should you deem it necessary to secure a lease with a more exact description, please use the lines indicated in pencil on the tracings. The courses and distances along the fence can be scaled and a close computed. The part of this transaction related to the quarry itself should, no doubt, have been written up on a Lease For Road Material form, but it appeared adviseable to get this property under lease at once and we wished to cover a stock pile site and right of way also, so used the Ground lease form which we happened to have on hand at Eugene. Contractor, Milne has started work on this quarry. I hope the Ground lease will be satisfactory, but if not please prepare a suitable lease and we will attempt to secure signature of the Purkersons. In either case, this lease should be presented to the Commission for action, after which one copy should be returned to the owner and one copy to this office.

Very truly yours,

NOTED
State Highway Engineer

R. A. Collier
Division Engr.

cc. R.H. Baldock
cc. H.G. Smith

RAC:AW

January 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Cheshire-Prairie Road Section, Emergency Project No. E-138-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

E. H. Probert
Office Engineer

Dict. by F. W. Nash/MR

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-188-A

CHESHIRE-PRAIRIE ROAD SECTION
OF THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 22, 1932.

7,000	cu. yds.	Waterbound Macadam Base	$ 1.80	$ 12,600.00
1,500	cu. yds.	Filler	0.25	375.00
2,000	yds. mi.	Hauling Filler	0.15	300.00
600	M-Gal.	Sprinkling	1.00	600.00
4,000	cu. yds.	Gravel Shoulders	0.40	1,600.00
5,500	cu. yds.	Mineral Aggregate in Bit. Mac.	2.55	14,025.00
300	tons	Asphalt in Place	23.00	6,900.00
40	tons	Emulsified (or Cut-back) Asphalt in Seal Coat	23.00	920.00
		Sub-total		$37,320.00
		10% Engr. & Cont.		3,732.00
		Total.........................		$41,052.00

Length of Roadway	3.758 miles
" " 13 Brs. (over 20' span)	0.219 miles
Total length	3.977 miles

Cost per mile...................... $ 10,322.35

Note: Cost per mile computed on gross length for the reason that bit. macadam is to be carried across bridges.

Regular Federal Aid Funds Requested	$ 14,778.72 (36%)
Emergency Construction Hwy. Funds Requested	$ 26,273.28
	$ 41,052.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 41, laws 1927
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Constr. Hwy.
Project No. E-188-A

CHESHIRE-PRAIRIE ROAD SECTION

OF THE SIUSLAW HIGHWAY IN LANE COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, December 9, 1932.

7,000	cu. yds.	Waterbound Macadam Base	$ 1.85	$ 12,950.00
1,500	" "	Filler	0.40	600.00
2,000	yd. mi.	Hauling Filler	0.15	300.00
600	M-Gal.	Sprinkling	1.50	900.00
4,000	cu. yds.	Gravel Shoulders	0.70	2,800.00
5,500	" "	Mineral Aggregate in Bit. Macadam	2.35	12,925.00
300	tons	Asphalt in Place	25.00	7,500.00
40	tons	Emulsified (or Cut-back) Asphalt in Seal Coat	27.00	1,080.00
		Sub-total		$ 39,055.00
		10% Engr. & Cont.		3,905.50
		Total............		$ 42,960.50

Length of Roadway	3.758 miles
Length of 13 Brs. (over 20' Span)	.219 "
Total length	3.977 "

Cost per mile........................ $10,802.23

Note: Cost per mile computed on gross length for the reason that the bit. macadam is to be carried across bridges.

Regular Federal Aid Funds Requested...............	$ 15,465.78 (36%)
Emergency Construction Hwy. Funds Requested.......	27,494.72
	$ 42,960.50

188-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 13, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon Emergency Construction Highway Project E-188-A, the Cheshire-Prairie Road section of the Siuslaw Highway, are today being recommended for approval.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided, however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

This is also to advise you of our concurrence, as of this date, in the award of contract to the low bidder, A. Milne, at $39,795.00.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

CONTRACT#1459,

SEE:

CONTRACT#1440,

1459 SHE: Contract 1440

CONTRACT#1461,

FLP 4-B Drinkwater Pass Sec. 1933

1461

November 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed four copies of final voucher, in amount of $2,234.08, for the Drinkwater Pass Section, Federal Lands Highway Project No. 4-B. No changes were made in the alignment during construction, and the plans which you now have are correct.

Considerable overrun has occurred for the item of "Hauling Roadbed Topping," this overrun being due to the obtaining of all of the topping materials from one source instead of several as originally planned. This procedure was considered preferable because of the superior materials.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

J 18

Up-4B

October 24, 1953

Shell OilCompany
Shell Building
Seattle, Wn.

[redacted]

Reply is made to your letter of October 20 relative to State Highway Contract No. 1461, awarded to J. A. Terteling & Sons, grading of Drinkwater Section of the Central Oregon Highway in Harney County.

The project was completed July 27, 1953, and was accepted by the State Highway Commission on August 8, 1953.

Our office records show that no claims have been filed against this job.

Very truly yours

Secretary

AJ

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oct. 20, 1933.

RECEIVED
OCT 24 1933

Secretary of State,
Salem, Oregon.

Dear Sir:

RE: Contract #1461, Drinkwater section of Central Oregon Highway, J. A. Terteling and Son.

Will you please advise us the percentage of work finished at the present time and the date on which you expect completion; also the total amount of liens, if any, now filed against the job. We would appreciate having you advise us immediately after date of acceptance by your department.

Yours very truly,

SHELL OIL COMPANY

FJH:NEZ

A. C. GUSKE
Division Credit Manager

SECRETARY OF STATE
RECEIVED
OCT 23 1933
HAL E. HOSS

Respectfully referred to State Highway Commission

STATE DEPARTMENT

#1461

Up-4

September 8, 1933

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: L. Davidson.

Gentlemen:

In response to your inquiry of September 1st we wish to advise that the J. A. Terteling & Sons contract No. 1461, Drinkwater Section of the Central Oregon Highway in Harney County, was completed on July 27, 1933 and was accepted on August 8, 1933. The total amount paid the above contractors in connection with this contract was $25,864.65. We have no knowledge of any claims against this contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
September 1st, 1933

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43213 - J. A. TERTELING & SONS to STATE OF OREGON - Drainkwater Pass Section of Central Oregon Highway in Harney County, State of Oregon - #1461.

Dear Sir:

On August 9th you advised us that the above contract had been completed but not accepted. At this time, we would appreciate your advising us if the same has been accepted, and if so, the total amount paid to the contractor, including the final payment, if the same has been made. Also, kindly advise us if there are any claims against this contract.

Thanking you in advance for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

LD

By L. Davisson
Surety Bond Department

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
AUG 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

August 7, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Fed.Lands Hwy. Project E-4-B, Drinkwater Pass section of Central Oregon Highway, was made by a representative of this office on July 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L.J.Caufield
Highway Engineer

#1461

12p-4a

August 7, 1933

J. A. Terteling & Sons,
1409 Harrison Blvd.,
Boise, Idaho.

Gentlemen:

Please be advised that the time limit on your contract No. 1461 - Drinkwater Section of the Central Oregon Highway in Harney County, expired on June 30, 1933.

According to our records this contract was not completed until July 27, 1933. Please make application for an extension of time on this contract so that it will not be necessary to hold up the payment of your estimates. Your application must be accompanied by the written consent of your surety on the bond.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. C. Williams.

Form 333—4M—10-32

O[illegible]EGON [illegible]TATE HIGHWAY COMMISS[illegible]N

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending July 29, 1933

Section L. Drinkwater Pass
Kind of work Grading

Highway Central Oregon
Section prefix 13 P.K. [illegible] 04

Contractor J. A. Terteling & Sons
Contract number 461

Date of contract Jan. 10, 1933
Date of completion June 15, 1933

Date work started April 3, 1933
Estimated date of completion July 28, 1933

Amount of contract $26,358.00
Per cent of time elapsed 117%

Estimated cost of completed project, exclusive of engineering $26,000.00

Per cent of contract completed, based on total contract price 100%

Engineering costs to date $900.00, 3.4%.
Date project was completed July 28, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

The contractor has completed the placing of selected topping on the project and is moving his outfit away.

The semi final estimate has been completed and is being forwarded to the Division office.

NOTED

RECEIVED
JUL 31 1933
CONT[illegible]

Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

E-4-13

	GRADING	SURFACING	MAI NANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1				
Miles partially completed	1				
Miles completed	1				
Total estimated quantities	107000				
Estimated quantities moved or placed to date	107000				
Average daily quantities	1430				
Average daily quantities necessary to complete project on time	0				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	6				

Percentages of men employed on contract to be secured from:

Mult. County 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Malheur COUNTY	Harney COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	5	1					6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power Graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheep-foot rollers ...., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Hot	8	Crew did not work
Monday	"		
Tuesday	"	8	Repairs to equipment
Wednesday	"		
Thursday	"		
Friday	"	4	Project completed
Saturday	"	8	" "

E-4-B

Hwy. 15002

Form P. R. 2

State Oregon

F.L.H. Project No. E-4, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5818

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 7th day of April, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory Act of June 24, 1930 (46 Stat.805) and the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Cong.) approved July 24, 1930 (46 Stat.805).

Whereas the Highway Department of said State submitted on the 22nd day of October, 1932, a project statement, which was approved by the Secretary on the 8th day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 24th day of January, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-eight thousand, nine hundred ninety-three and 80/100 dollars ($28,993.80) as the share of the United States payable under said act on account of Section B of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State .... (Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources Funds to the extent of $28,993.80 will be made available from appropriation made by Act of July 21, 1932 (Public No. 302, 72nd Cong.) for carrying out provisions of act approved June 24, 1930 (46 Stat.805).
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 403+30 in the NE¼ of Sec.33, T 20 S, R 36 E, W.M. and survey station 467+00 in the SE¼ of Sec.34, T 20 S, R 36 E, W.M. at the west end of Section A of said project

, length 0.998 miles, in Harney County, being Section B of Oregon Federal Lands Highway project No. E-4, consisting of 0.998 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~. known locally as the Drinkwater Pass Section of the Central Oregon Highway between official control points F.A.Road #5 at Vale and Drewsey.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place, upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of twenty-eight thousand, nine hundred ninety-three and 80/100 dollars ($ 28,993.80), certified to the Secretary of the Treasury as above mentioned, which is [redacted]

[redacted]), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

[redacted]

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of May, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott
Chairman, State Highway Commission
(Title of officer)

By
Member, State Highway Commission
(Title of officer)

By C. G. Washburne
Member, State Highway Commission
(Title of officer)

By
(Title of officer)

By
(Title of officer)

R. G. Tugwell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Lands Highway Project No. E-4-B, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 28,993.80 as the total estimated cost of said project, and the sum of $ 28,993.80 as the share of the United States, payable under said acts on account of such project, which is 100 per cent of the ~~[illegible]~~ ~~pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 11th day of May, one thousand nine hundred and thirty-three.

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

Ilp4B

April 4, 1933

J. A. Terteling & Sons
1409 Harrison Boulevard
Boise, Idaho.

Gentlemen:

Herewith for your records and files is an executed copy of Contract No. 1461 awarded to you by the State Highway Commission for the grading of the Drinkwater Pass Section of the Central Oregon Highway in Harney County.

Very truly yours
STATE HIGHWAY COMMISSION

Secretary

HG:
jn

3p 4B

March 21, 1933

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention of Mr. F. Tunnard, Road Department

Gentlemen:

Reference is made to your letter of March 20 regarding your copy of the contract awarded by the Oregon State Highway Commission to J. A. Terteling & Sons for the construction of the Drinkwater Pass Section of the Central Oregon Highway in Harney County, Contract No. 1461.

We shall be pleased to send you an executed copy of this contract as soon as it is approved by our Attorney. On account of the stress of business connected with the Oregon legislature, which has just adjourned, our Attorney has not had time to examine this contract, but we anticipate that he will be able to do so within the next few days.

The same condition exists with respect to the Washburn & Hall contracts which were awarded by the Commission for the grading of the Bear Creek Ashland Section of the Pacific Highway and the construction of two bridges over Bear Creek on this section in Jackson County, concerning which you wrote us in a separate letter, dated also March 20.

Very truly yours

Secretary

HBG:AJ

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F HIGHLANDS BURNS, PRESIDENT.

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
March 20, 1933.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO.43202 - WASHBURN & HALL to STATE OF OREGON - Bear Creek Ashland Section of Pacific Highway, Grading and Paving, in Jackson County.
BOND NO. 43203 - WASHBURN & HALL to STATE OF OREGON - Bridges over Bear Creek on Pacific Highway in Jackson County.

Gentlemen:

We have not received copies of the above bonds and contracts, which we executed on behalf of the Maryland Casualty Company on March 2, 1933. Please forward us copies for our files as soon as the bonds and contracts have been approved.

Thanking you, we are

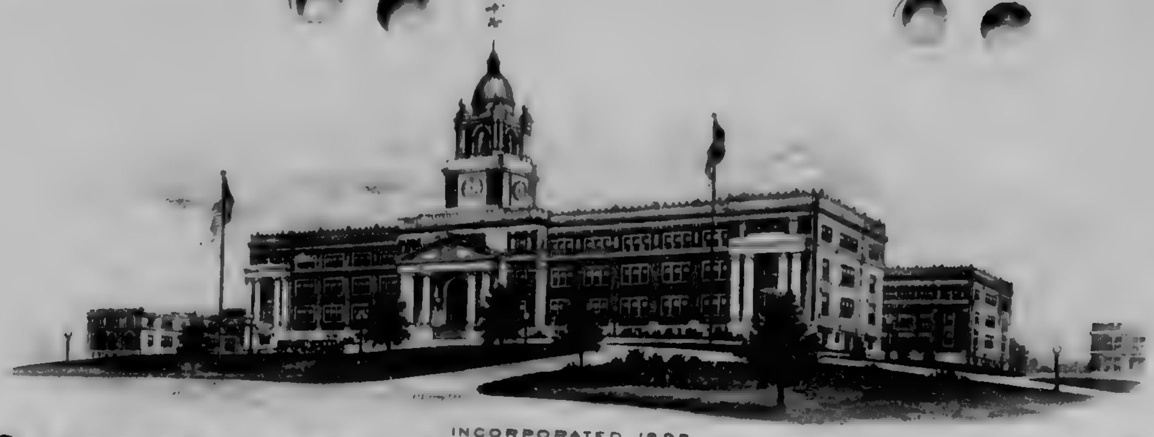
Very truly yours,

HANSEN & ROWLAND, Inc.
By F. Funnard
Surety Bond Department.

FT

W. C. Williams

H. G. Smith,
Construction Engineer.



INCORPORATED 1898
MARYLAND CASUALTY COMPANY
F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
March 20, 1933.

Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43213 - J. A. TERTELING & SONS to STATE OF OREGON - Drinkwater Pass Section of Central Oregon Highway in Harney County, Oregon - Your Contract No. 1461.

Gentlemen:

On February 27, 1933, we executed the above bond on behalf of the Maryland Casualty Company and forwarded to you four copies of the bond and contract, requesting you to return one copy for our files. To date we have not received a copy of the bond and contract, and we trust you will send same forward as soon as they have been approved.

Thanking you, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Turnard
Surety Bond Department.

FT

CASUALTY INSURANCE AND SURETY BONDS

W. C. Williams

H. G. Smith,
Construction Engineer.

FORM 5-A-1 6788 7800 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

788-4B

OREGON STATE HIGHWAY COMMISSION

SALEM

February 18, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

J. A. Terteling & Sons,
Contractors,
2223 Fairview Ave.,
Boise, Idaho.

Attention - J. W. Terteling.

NOTED
State Highway Engineer

Gentlemen:

I have just been checking up on your contracts and find that they were mailed to your former address in Spokane instead of Boise.

The matter is now being checked up with the Express Company so that they will be forwarded immediately.

After getting a break like that you should be willing to start establishing camp and getting the job ready so that you can prosecute the work vigorously as soon as the weather breaks. There is very little question but what the weather will be suitable for construction operations by the time your camp is established and the equipment on the job. Very few contractors have done any active work sooner than three weeks after they started moving in. This would bring it beyond the first of March, the ideal time for construction operations.

You will note by the contract that all operators of power equipment, that is, caterpillar drivers and truck drivers over three tons, are listed as skilled operators of power equipment and may be members of your organization.

The only questionable items in your list were the shovel oilers. This aroused some curiosity as to how you expect to keep four men busy oiling a shovel. If these men are really acting as oilers exclusively I believe they should be classed as skilled operators, but if you are merely trying to run in a pitman under the guise of oiler, there may be objection to the classification. We will have to investigate that after the job starts, to find out exactly how the men are occupying their time.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H.Baldock ✓
W. C. Williams

28-4B

February 18, 1933

J. A. Terteling & Sons
2225 Fairview Avenue
Boise, Idaho

Gentlemen:

I wrote you yesterday calling your attention to the fact that the contract forms covering the construction of the Drinkwater Pass Section of the Central Oregon Highway, which were sent to you on January 28, have not been returned and asking what your intentions are in respect to this work.

My attention was directed to a letter received from you by our Construction Engineer Mr. H. G. Smith in which you state that you have not yet received the contract forms.

Upon investigation we find that our letter transmitting the contract forms was directed to you at Boise, but that the forms, which were sent under separate cover, were expressed to you at Spokane. This probably accounts for the fact that you have not received them. We received no notification from either the express company or from you that the forms had not been delivered; therefore, we presumed that delivery had been made in the usual manner.

I have taken this matter up with the express company and have asked that the contract forms be forwarded immediately to you at Boise. You should receive them within the next two or three days; if you do not receive them by Tuesday, February 21, please wire us at our expense and we will send duplicate copies.

In the meantime, you may consider this letter as your authority to commence construction operations immediately on the above described project.

I am very sorry that there has been a delay in placing the contract in your hands.

Very truly yours

Secretary

HBG:AJ

~~[illegible]~~

JEB-4B

February 17, 1938

J. A. Terteling & Sons
1400 Harrison St.
Boise, Idaho

Gentlemen:

On January 25, 1938 the Oregon State Highway Commission awarded to you a contract for the construction of Drinkwater-Pass Section of the Central Oregon Highway in Harney County. On January 28 we sent to your Boise address four copies of the contract and bond for your execution. These contracts have not yet been returned to us; therefore, we request information as to whether or not it is your intention to accept this award.

I wish to call your attention to the paragraph on page 11 of the proposal form which reads as follows:

> "If this proposal shall be accepted and the undersigned shall fail to or neglect to contract as aforesaid and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission."

We shall be pleased to receive definite information from you with respect to this matter by return mail in order to guide our future action with regard thereto.

Very truly yours

Secretary

HBG:AJ
cc Terteling & Sons
811 Second Ave.
Spokane, Wn.

FORM 5-A-1 6700 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

3 PP-13

OREGON STATE HIGHWAY COMMISSION

SALEM

February 13, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

J. A. Terteling & Sons,
2228 Fairview Ave.,
Boise, Idaho.

Dear Sirs:

Answering your letter of February 7th I beg to advise the following men of your organization are correctly classed as skilled operators of power equipment:

4 Diesel shovel operators
4 " " oilers
4 " cat operators
12 Linn truck drivers

All skilled and unskilled labor is to be furnished by the Civic Emergency Committee of Portland.

In ordering labor from Multnomah County, I suggest that you anticipate your requirements several days in advance in order that the committee have time to fill the order. Many of the contractors have arrangements to interview the men in Portland, and thus avoid transporting unsuitable men for long distances, with the attendant confusion of discharging them soon after reaching the job.

The weekly reports show that you have made no progress towards starting the job. The terms of starting must be complied with and it is insisted that you move on to the work immediately.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. SMITH
Construction Engineer.

HGS:ZR

Highway Engineer

cc Mr. R. H. Baldock ✓
Mr. S.H. Probert
Mr. W. C. Williams
Mr. E. G. Bickmore

JLP-4 b

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Drinkwater Pass Section, Federal Lands Highway Project No. E-4-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/ER

Encl.

Oregon State Highway Department

Federal Lands Emergency

Project No. E-4-B

DRINKWATER PASS SECTION OF THE CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, February 6, 1933.

All Required	Clearing & Grubbing		$ 200.00
107,000 cu. yds.	Excavation, Single Classification	$0.20	21,400.00
84,000 yd. sta.	Overhaul	0.01	840.00
16,000 yd. mi.	Truck Haul	0.14	2,240.00
1,200 cu. yds.	Selected Roadbed Topping	0.22	264.00
600 yd. mi.	Hauling Roadbed Topping	0.14	84.00
760 lin. ft.	18" Extra Strength Concrete Pipe	1.75	1,330.00
	Sub-total		$26,358.00
	10% Engr. & Cont.		2,635.80
	Total		$28,993.80

Length 0.998 miles

Cost per mile $29,051.90

Federal Lands Highway Funds Requested $28,993.80

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920

" " " Maint: Chap. 41, laws 1927

Oregon State Highway Department

Federal Lands Emerg.
Proj. No E-4-B

Drinkwater Pass Section of the
Central Oregon Highway in Harney County

(Estimate as basis for project agreement. Based on low bid prices)

Salem Oregon February 1938

All Required		Clearing & Grubbing	$	$200.00
107,000	cy	Excavation, Single Classif	.20	21,400.00
84,000	yd sta	Overhaul	.01	840.00
16,000	yd mi	Truck Haul	.14	2,240.00
1,200	cy	Selected Roadbed Topping	.22	264.00
600	yd mi	Hauling Roadbed Topping	.14	84.00
760	lf	18" Extra Strength Concrete Pipe	1.75	1330.00

Subtotal $26,358.00
10% Engr & Cont 2635.80
Total $28,993.80

Length 0.998 miles
Cost per mile $29,052.00

Federal Lands Hwy Funds Requested $28,993.80

State Funds for Constr: Chap 175, Laws 1917: Chap. 31, Laws 1920
" " " Maint; Chap 41, Laws 1927

Oregon State Highway Department

Federal Lands Hwy.
Proj. No. E-4-B.

DRINKWATER PASS SECTION OF THE
CENTRAL OREGON HIGHWAY IN HARNEY COUNTY

(Estimate with plans. Not as basis for project agreement).

Salem, Oregon, January 20, 1933.

All Required		Clearing and Grubbing		$ 200.00
107,000	cu. yds.	Excavation, Single Classif.	$0.32	34,240.00
84,000	yd. sta.	Overhaul	0.01	840.00
16,000	yd. mi.	Truck Haul	0.12	1,920.00
1,200	cu. yds.	Selected Roadbed Topping	0.25	300.00
600	yd. mi.	Hauling Roadbed Topping	0.12	72.00
760	lin. ft.	18" Extra Strength Culvert Pipe	1.75	1,330.00
		Sub-total		$ 38,902.00
		10% Engr. & Cont.		3,890.20
		Total.....................		$ 42,792.20

Length	0.998 miles
Cost per mile	$ 42,877.95

Federal Lands Highway Funds Requested	$ 35,000.00
State Funds Available	7,792.00
	$ 42,792.00

January 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Drinkwater Pass Section of the Central Oregon Highway, Federal Lands Highway Project E-4-B. Five bid proposals, five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

CONTRACT #1462,

PR 146-B Honey Ranch-Dolph Sec. 1933

1462

#1462

146-B

November 6, 1935

Shell Oil Company,
Shell Building,
1219 Westlake Ave.,
Seattle, Washington.

Attention: A. C. Cuske.

Gentlemen:

In response to your inquiry of November 2nd we wish to advise that Bevis Bros., Inc. contract No. 1462 - Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, was completed on July 15th, 1935 and was accepted by the Highway Commission on July 20th, 1935.

We have no knowledge of any claims against the above contract.

Very truly yours,

Secretary.

Dist. by J. McFarland.

SHELL OIL COMPANY

SHELL
PETROLEUM PRODUCTS

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Nov. 3, 1933.

State Highway Engineer,
Salem, Oregon.

Dear Sir:

Re: Contract #1462 -
Honey Ranch - Dolph Section
McMinnville-Tillamook Highway
Principal contractor -
Berke Bros., Inc.

Will you please advise us what progress has been made on the above contract, giving the percentage of work completed, the expected date of completion, and total amount of liens, if any, already filed?

Will you please advise us immediately of the date of acceptance by your department?

FJH:AH

Yours very truly,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

#1462

146-B

November 1, 1933

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1462 for the construction of the Henry Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County has beencompleted by the contractors Boyle Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after November 11th, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $37,549.91 including the final payment. Of this amount $546.19 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

September 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-146-B, Dolph-Honey Ranch section of the McMinnville-Tillamook Highway, was made by a representative of this office on August 10, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L.J.Caufield
L.J.Caufield
Highway Engineer

FORM S-A-1 8761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

146-B

August 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Oregon.

Attention: H. D. Farmer

Dear Sir:

In connection with the Honey Ranch-Dolph Section, we will be glad to turn over to you our data on the McKnight-Honey Ranch section which we recently surveyed. This is complete with profile and map and is about 1 mile long. We also have "P" lines over a considerable portion of the distance.

Yours very truly,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

HGS:b

146-B

M. [illegible]

Berke Bros. Cont. #1462 - was completed [illegible]

To date they have been paid [illegible] percentage is $[illegible] [illegible]

[illegible]

August 11, 1933

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: Mr. Fred C. Reed

Gentlemen:

Reference is made to your letter of August 9th regarding Berke Brothers contract No. 1462 for the construction of the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway.

Our records show that we have paid to the contractor to date $32,048.31 and that our retained percentage is $2,677.13. Included in the above amounts is the sum of $346.19 covering force account work. Our quantity summary sheet indicates that the contractor will receive, as final payment, in addition to the retained percentage, the sum of approximately $2,136.00. The final field notes have not been checked in this office so we cannot state the definite amount of final payment which may vary a little from this figure.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Aug, 10, 1933

Berke Bros. Cont. #1462 - was completed on July 15th -

To date they have been paid -$32,048.51 - The retained percentage is $2,677.13 - Force account is $346.19 -

The quantity summary sheet shows that they will receive $2,136.00 in addition to the retained percent. Final has not been checked so date of final payment cannot be given.

J. McF,

EARSON
ENTS

August [illegible], 1933

Oregon State Highway Commission
Salem, Oregon

In re: Berke Brothers.

Gentlemen:

Above captioned contractors have completed contract No. 1462 Honey Ranch--Dolph Section of the McMinnville-Tillamook highway. Will you kindly advise us the total amount of the contract, the estimates paid to date, the retainage, and the balance which will become due?

Very truly yours,

BATES, LIVELY & PEARSON

By

FCR:LP

Jim
Please give data
[illegible]

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

August 9, 1933

Oregon State Highway Commission
Salem, Oregon

In re: Berke Brothers.

Gentlemen:

Above captioned contractors have completed contract No. 1462 Honey Ranch--Dolph Section of the McMinnville-Tillamook highway. Will you kindly advise us the total amount of the contract, the estimates paid to date, the retainage, and the balance which will become due?

Very truly yours,

BATES, LIVELY & PEARSON

By Fred C Reid

FCR:LP

Jim
please get data

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 22, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Reference is made to your letter of July 14, 1933, transmitting copies of supplemental agreement for the furnishing of crushed rock in lieu of crushed gravel on Oregon Emergency Construction Highway Project E-146-B.

In the memorandum of agreement it is noted that the change has been made primarily to benefit the contractor because of difficulty in obtaining gravel from the designated pit, and the price has been increased $0.15 per Cu.Yd., though Federal Aid is to be computed on the basis of the contract price for crushed gravel.

The Bureau has repeatedly objected to changes of this nature, on the ground that it is very poor public policy. Adequate preliminary engineering investigation would have disclosed the condition of the designated gravel pit, and on future projects it will be difficult to obtain changes of this character after award of the contract.

Nash

In view of the small amount of material to be used on this project, and the fact that Federal Aid will not participate, the change is being approved. A revised substitute estimate should be submitted showing the new item of crushed rock at the agreed unit price. Federal Aid will be on the basis of the contract price for crushed gravel.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Probert
By State Highway Engineer

Please prepare answer for me

Form [illegible]

REGO STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending JUly 15, 1933

Section Honey Ranch -- Dolph

Kind of work Grading and Surfacing

Highway McMinnville--Tillamook

Section prefix 29 FR

Contractor Berke Bros., Inc.

Contract number 1462 146-B

Date of contract January 25, 1933

Date of completion July 15, 1933

Date work started February 10, 1933

Estimated date of completion July 15, 1933

Amount of contract $35,695.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $37,465.19

Per cent of contract completed, based on total contract price 98 %

Engineering costs to date, $2,175.00, 5.2 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work completed July 15, and roadbed is in very good condition for oiling, which will be done Tuesday, July 18, by a State Oiling Crew.

Semi-Final Estimate will be prepared and in Salem by August 1.

RECEIVED
JUL 17 1933
OFFICE OF
CONSTRUCTION ENGINEER

Signed:
O. C. YOCOM
Resident Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.24	1.24	9.0		
Miles partially completed	1.24	1.24	9.0		
Miles completed	1.24	1.24	9.0		
Total estimated quantities	48,000	10,000	5,700		
Estimated quantities moved or placed to date	47,000	5,800	8,000		
Average daily quantities	240	150	120		
Average daily quantities necessary to complete project on time					
Number shifts per day	1 & 2	1 & 2	1 & 2		
Hours per shift	8 & 5	8 & 5	8 & 5		
Average force on project for week	18				

Percentages of men employed on contract to be secured from:

Tillamook County, 40 %; Polk County, 26 %; Washington County, 34 %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Tillamook COUNTY	Polk COUNTY	Washington COUNTY	Mult. COUNTY	Lincoln SOURCES		
Men	6	4	8	3	2	(5)	23
Men and teams							
Men and trucks under 3 tons	2	2	2				6
Men and trucks over 3 tons	2	1	3				6
Men and tractors	2		2				4
Shovel men	1	1		2		(2)	4
Totals	13	8	15	5	2	(7)	43

Equipment used during week: Shovels 2, Power graders 1, Rollers ......, Mixers ......, Crushing or screening plants 1

Compressors 1, Bull dozers 1, Sheet-foot rollers ......, Trucks — 6

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

July 14, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith three copies of supplemental agreement covering a change from crushed gravel surfacing to crushed rock surfacing on the Honey Ranch-Dolph Section, Oregon F. A. P. No. E-146-B.

It is our understanding that the vouchering for this item will be done by showing the actual cost of $1.80 per cubic yard and by making a lump sum reduction computed by multiplying the quantity of surfacing materials by the increase in unit price ($0.15 per cubic yard).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/GS

Encl.

#1462

146-B

June 8, 1925

Borke Brothers, Inc.
c/o Dolph Hotel,
Grand Ronde, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of June 7th requesting an extension of time of 30 days on your contract No. 1462 - Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County.

Please be advised that before your application can be accepted and acted upon by the Highway Commission it will be necessary to have the written consent of your surety on the bond furnished in connection with the contract. Please secure the consent of surety and forward it to this office to accompany your application.

Very truly yours,
STATE HIGHWAY COMMISSION,
By

Secretary.

J. McF.

BERKE BROTHERS, INC.
General Contractors
PORTLAND, OREGON

% Dolph Hotel,
Grand Ronde, Oregon.

June 12, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring further to extension of 30 days for completion of Contract #1462: -

Herewith Original letter of June 10th 1933 from The Aetna Casualty & Surety Co., (Bates, Lively & Pearson, Portland, Agents) concurring in the extension. The letter is addressed to you. Trust this is in order and meets all requirements, though if not kindly let us know.

This in answer to your letter of June 8th, signed H. B. Glaisyer, Secretary, J. McF.

Yours very truly,

BERKE BROTHERS, Inc.

O E Berke
Manager.

FORM S.A-1 7083 5M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

146-B

May 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

On the Honey Ranch-Dolph Project, our Contract #1462, Berke Bros., Incorporated Contractors, it has been necessary to discontinue the use of the gravel pit specified in the contract and allow the contractors to substitute rock, which they have agreed to do at an additional price of 15¢ per cubic yard. Owing to the small amount of material required for the job, it was not considered practical originally to open up a rock quarry and it was considered that sufficient gravel could be secured from Three Rivers and Alder Creek at their junction to do this work.

This material consisted mainly of large bouldery gravel scattered along both streams in shallow beds, but the contractor after setting up his plant found it impractical to use this material on account of the difficulty of crushing the boulders and hauling them into his plant. Therefore he has opened up a very satisfactory rock quarry and asked us to compensate him for the cost of constructing the hauling road and stripping the face of the quarry, but we compromised on the basis of 15¢ per cubic yard which would give him about 2/3 of the amount he asked.

This will give us very much superior material to that produced from the gravel bars and be in conformity with the differential which we usually pay between gravel and rock. We hope it will also open up an adequate rock quarry for future projects on this line.

Will you kindly approve the substitution and increased price for the portion of the project included within the Federal Agreement.

Yours very truly,

R. H. BALDOCK.
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

CC to
R. H. Baldock ✓
Wm. E. Chadler

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E-146-B

May 13, 1933

RECEIVED
MAY 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Canfield
Highway Engineer.

Encl.

Hy. 14738

Form P. R. 2
State Oregon
Project No. E-146, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of April, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 8th day of December, 1928, a project statement, which was approved by the Secretary on the 29th day of December, 1928, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 23rd day of January, 1933, and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, three hundred nineteen and 76/100 dollars ($10,319.76) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 303+00 in the S.W.¼ of the S.E.¼ of Sec. 28, T. 5 S., R. 9 W., W.M., and survey station 368+75 in the S.W.¼ of the S.W.¼ of Sec. 21, T. 5 S., R. 9 W., W.M. (excepting therefrom the bridge over Baxter Creek, at station 325),

, length 1.239 miles, in Tillamook County, being Section B of Oregon Federal Aid project No. E-146, consisting of 1.239 miles of roadway and no bridges, e~~ach o~~f more than 20 feet clear span, known ~~[illegible]~~ locally as the Honey Ranch - Dolph Section of the McMinnville - Tillamook Highway between official control points McMinnville and Hebo.

5

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof,

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) It is mutually agreed that the new structure at survey station 325, not included in such plans and specifications, will be constructed, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The Highway Department hereby agrees that within one year after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, three hundred nineteen and 76/100 dollars ($10,319.76), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-eight thousand, six hundred sixty-six and no/100 dollars ($28,666.00), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of ten thousand, three hundred nineteen and 76/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 1st. day of May, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

as Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By C. Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-146, B State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $28,666.00 as the total estimated cost of said project, and the sum of $10,319.76 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 1st day of May one thousand nine hundred and thirty three

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 2-B-1 1M 4601 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

124-B

May 12, 1935.

IN REPLY PLEASE
REFER TO FILE NO.
29 PR

Mr. J. W. DeSousa,
Assistant Attorney
Office.

Dear Sir:

Mr. Smith and I had a meeting with the property owner on whose property the contractors, Berke Brothers, have their rock plant set-up, on the Hebo-Dolph section of the McMinnville-Tillamook Highway. This meeting was for the purpose of trying to come to some agreement whereby the contractor is permitted to use this property for his set-up, and the hauling of rock across his land because of the changed conditions resulting from the contractor's election to take quarry rock instead of gravel.

We came to an understanding, and we desire that you prepare a lease from Mr. A. B. Wood in lieu of the present agreement which calls for a $0.05 per yard royalty on gravel. This lease to cover the use of the property for the contractor's plant set-up which is now in place, and the use of a roadway, including a bridge now built, across Mr. Wood's property, for the purpose of hauling quarry rock into the plant and the manufactured product therefrom to the highway. Also, to use and maintain a roadway, including the said bridge, across the property for ingress and egress to and from the quarry for a period of ten years; said roadway to extend from the highway to or near the east line of the Northeast quarter of the Northeast quarter of Section 5, Township 5 South, Range 9 West, W. M., and thence north along the east boundary to the section corner where entrance can be made on to the Government property.

Mr. Wood has agreed to sign such a lease for a lump sum of $200.00.

Yours very truly,

F. D. EASON
Ass't. Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. H. G. Smith
Mr. Wm. E. Chandler
Mr. A. A. Kirkwood

RECEIVED
MAY 13 1933
STATE OREGON

146-F

Salem, Oregon
May 10, 1933

Oregon State Highway Commission
Salem, Oregon

State Highway Engineer

Gentlemen:

The undersigned having a contract with the State for the building of the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County, contract No. 1462, at the time of the execution of the contract with the State it was thought by the state engineers and the contractor herein that there would be a sufficient quantity of gravel wherefrom to furnish crushed gravel for said road in Three Rivers, adjacent to the work of the said contractor.

Berke Bros. have discovered that there is no gravel bar as supposed by the State Highway Department and the contractor at or near a point 100 feet north of M. P. 5.6. The contractor has made a thorough test in an effort to obtain a sufficient quantity of gravel in this vicinity and has found it wholly inadequate in amount and that it is necessary that other material be used, which is crushed rock which may be obtained by the opening up of a quarry about 1200 feet distant. The contractor will require between 6,000 and 7,000 yards to complete his work with the State, and the opening of this quarry will necessitate the building of a road to it at an expense of approximately $500.00 and the stripping and opening up of said quarry, making altogether a total expense of approximately $1,500.00.

When this quarry is opened, it will expose possibly 100,000 yards of rock fitted for said purposes and Berke Bros., the contractor, believes that the State should reimburse him for the necessary expense in building the road and clearing and stripping the quarry. The contractor estimates the expense of said work at $1,500.00.

Very truly yours

Berke Bros Inc
By O E Berke mgr

FORM 2-D-1 1M 4801 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

146-B

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

May 6, 1933.

IN REPLY PLEASE REFER TO FILE NO.
23 PR

Berke Brothers,
868 E. Harrison St.,
Portland, Oregon.

Gentlemen:

Referring to the agreements submitted to you for your signature covering the provisions and conditions applying to the change in your contract, #1462, whereby you are permitted to use quarry rock instead of the gravel which was therein provided:-

You are advised that the State has an agreement with Mr. Wood, which agreement allowed the State to make available to the contractor the right to take gravel from Mr. Wood's property, together with the right to set up a plant and bunkers and to build and use hauling roads on this property. This agreement is still in effect and your set-up on Mr. Wood's property and the use of any necessary hauling roads thereon is with the sanction and authority of the State under said agreement.

The altered conditions caused by your election to use quarry rock under this permissive agreement will necessitate a modification of our agreement with Mr. Wood. An arrangement for a settlement, in lieu of the per yard price of gravel provided for in Mr. Wood's agreement, will be taken care of by the State. There will be no obligation on the part of the contractor to Mr. Wood in connection with the removal of either gravel or the quarry rock.

Yours very truly,

F. D. EASON
Ass't. Division Engineer.

FDE:ZR

cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. H. G. Smith
Mr. J. M. Devers
Mr. A. A. Kirkwood
Mr. Wm. E. Chandler

146-B

April 28, 1933

Mr. H. G. Smith
Office

Dear Sir:

I note Chandler's letter of April 21 to Berke Brothers regarding a change from a gravel to a quarry site. Please be advised that we want to have all of these changes tied down in black and white with a supplementary agreement to avoid a misunderstanding and litigation. Also, we want to be positive that the quarry is satisfactory before we allow them to move into it.

Very truly yours

State Highway Engineer

RHB:RI

cc Wm. E. Chandler

FORM 2-D-1 1M 4801 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

101-R

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

April 24, 1933.

IN REPLY PLEASE REFER TO FILE NO.
29 PR

Mr. J. W. DeSouza,
Assistant Attorney
Office.

Dear Sir:

Due to a change in the contract plans for the surfacing of the Honey Ranch-Dolph section of the McMinnville-Tillamook Highway now under contract to Berke Brothers, being our contract #1462, whereby the contractor is to be allowed to secure his material from a quarry instead of from the gravel bar leased from A. B. Wood, we find it necessary to secure a reservation from the Government of the Southwest quarter of the Southwest quarter of Section 33, Township 4 South, Range 9 West, W. M., Tillamook County, for the purpose of securing road building materials therefrom. This change in the plans has been approved, and we would appreciate your securing a special use permit from the Forest Service.

We enclose the contract entered into with A. B. Wood for the removal of gravel from his property which should be cancelled. No material has been removed, but the contractor has set up his crushing plant on Mr. Wood's property under the terms of the present agreement, with the intent of securing the materials for which Mr. Wood was to receive $0.03 per cubic yard. It will be necessary to secure a lease or some agreement from Mr. Wood allowing us the use of a portion of his property for this plant set-up, and the right to construct and maintain a hauling road from the proposed new quarry to the crushing site, as it affects his property. The State should pay for these privileges, the contractor to pay cost of constructing and maintaining roadway.

The new agreement should stipulate that in the event that the need for gravel develops, the State will be allowed to remove same from the bed of or from bars in Three Rivers for which payment will be made at $0.03 per cubic yard. This payment, if any, to be in addition to the lump sum payment for the crusher site and hauling road privileges. We believe that it would be well for an experienced right of way buyer to contact Mr. Wood in this matter and attempt to secure a new agreement covering the 1933 calendar year.

Under the present contract we would remove approximately 6700 cubic yards of material, for which Mr. Wood would have received $201.00.

April 24, 1935.

NOTED
State Highway Engineer

We believe that a cash payment to Mr. Wood of $50.00 for a lease of the crusher site and hauling road privilege would be a reasonable amount to pay.

If you appoint a man to contact Mr. Wood, he should get in touch with A. A. Kirkwood, our resident engineer at Hebo, to determine definitely all of the personal factors which enter into the matter.

Yours very truly,

WM. E. CHANDLER
Division Engineer

By

V. G. O'NEIL
Office Engineer.

VO'N:ER

cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. H. G. Smith
Mr. F. D. Eason
Mr. A. A. Kirkwood

FORM 2-5-1 1M 4601 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

146B

April 21, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

29 PR

Berke Brothers,
865 E. Harrison St.,
Portland, Oregon.

Gentlemen:

With reference to the matter of using quarry rock from the prospect a thousand feet west of your plant at Three Rivers as a substitute for gravel and boulders from the river bed adjacent to your set-up, as provided in the specifications in your contract, our tests on this rock indicate it to be suitable. This quarry, as you know, has not been opened up at this time and it is impossible to obtain samples that would be representative of the whole quarry. Therefore, in stating that this rock is suitable, we do not guarantee that unsuitable rock will not be encountered that would have to be wasted or might force the abandonment of the whole quarry. It must be thoroughly understood that you take this risk.

It is understood, of course, that any expense in connection with the opening of the quarry, clearing of the ground, and the building of the necessary road to bring this material into your plant, is to be borne by yourselves. The State is merely giving permission to use the quarry rock in lieu of the coarse gravel or boulders which you maintain cannot be handled by the set-up you have.

The contract is being changed in no respect and the State is assuming no obligation of any kind in connection with this permitted change.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. R. H. Baldock
Mr. S.H. Probert
Mr. H. G. Smith
Mr. J. M. Devers
Mr. A. A. Kirkwood

146-B

April 5, 1933.

Union Oil Company of California
Yeon Building,
Portland, Oregon

Attention: C. S. Myer, Dist. Mgr.

Gentlemen:

Receipt is acknowledged of your inquiry of April 4th concerning Berke Brothers.

Am pleased to advise that these contractors have State Highway Contract No. 1462 which is known as the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County. The bond furnished in connection with this contract was written by the Aetna Casualty and Surety Company for whom Bates, Lively & Pearson are the resident agents with offices in the Yeon Building in Portland. The amount of the bond is $35,695.00 and the date of completion is June 15, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

JM:MC

Secretary

#1462

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 8521

LH-149
C-31-B

April 4, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: BERKE BROS.
Portland, Oregon

It is our understanding that Berke Bros. have a contract in the vicinity of Willamina, Oregon, for the construction of two miles of highway.

We anticipate making deliveries on this job and will therefore appreciate your supplying us with a complete description of the project, the name of the bonding company, its agent and address and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. S. Myer

District Manager

LH:B

RECEIVED
APR 5 1933
OREGON
STATE HIGHWAY COMMISSION

146-B

February 17, 1933

Berke Bros. Inc.
865 East Harrison St.
Portland, Oregon

Gentlemen:

We are sending you by express an executed copy of the contract which was recently awarded to you for the grading and surfacing of the Honey Ranch-Dolph Section of the McMinnville-Tillamook Highway in Tillamook County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

146-B

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Honey Ranch-Delph Section, Project No. E-146-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-146-B

HONEY RANCH-DOLPH SECTION OF THE

McMINNVILLE-TILLAMOOK HIGHWAY IN TILLAMOOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, February 6, 1933

All Required		Clearing & Grubbing	$	$ 1,500.00
54,000	cu. yds.	Excavation, Single Classif.	$0.20	10,800.00
86,000	yd. sta.	Overhaul	0.02	1,720.00
11,000	yd. mi.	Truck Haul	0.12	1,320.00
9,000	cu. yds.	Selected Roadbed Topping	0.55	4,950.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.60	900.00
500	yd. mi.	Hauling Salvaged Materials	0.10	50.00
1,000	cu. yds.	Crushed Gravel Surfacing	1.65	1,650.00
150	" "	Filler	0.50	75.00
300	yd. mi.	Hauling Filler	0.10	30.00
100	lin. ft.	6" Porous Drain Tile	1.50	150.00
500	M-Gals.	Sprinkling	0.50	250.00
40	lin. ft.	12" Asphalt-Coated Corr. Iron Pipe	1.00	40.00
300	lin. ft.	18" " " " " "	1.40	420.00
180	lin. ft.	24" " " " " "	2.25	405.00
180	" "	60" " " " " "	10.00	1,800.00
			Sub-total	$ 26,060.00
			10% Engr. & Cont.	2,606.00
			Total	$ 28,666.00

Length of Roadway	1.239	miles
" " Baxter Cr. Bridge 30.0'	.006	"
Total Length	1.245	"
Cost per mile	$23,136.40	
Regular Federal Aid Requested	$10,319.76	(36%)
Emergency Constr. Highway Funds	18,346.24	
	$28,666.00	

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

Oregon State Highway Department Emerg. Contr.

Hwy. Proj. No. E-146-B

Honey Ranch - Dolph Section of the
McMinnville - Tillamook Highway in Tillamook County

(Estimate as basis for project agreement. Based on low bid prices)

Salem Oregon January 1933

All Required		Clearing & Grubbing	*	$1500.00
54,000	cy	Excavation, Single Classif	.20	10,800.00
86,000	yd.sta	Overhaul	.02	1,720.00
11,000	yd.mi	Truck Haul	.12	1,320.00
9,000	cy	Selected Rock Topping	.55	4,950.00
1,500	cy	Salvaging Surfacing Material	.60	900.00
500	yd.mi	Hauling Salvaged Material	.10	50.00
1,000	cy	Crushed Gravel Surfacing	1.65	1650.00
150	"	Filler	.50	75.00
300	yd.mi	Hauling Filler	.10	30.00
100	M.Gals	Sprinkling	1.50	150.00
500	lf	6" Porous Drain Tile	.50	250.00
40	lf	12" Asphalt-Coated Corr. Iron Pipe	1.00	40.00
300	"	18" " " " " "	1.40	420.00
180	"	24" " " " " "	2.25	405.00
180	"	60" " " " " "	10,00	1800.00
		Subtotal		$26,060.00
		10% Eng & Cont		2606.00
		Total		$28,666.00

Length of Roadway	1,239 miles
" " Baxter Cr. Bridge 300 ft	.006 "
Total length	1,245 "

Cost per mile	$23,024.89

Regular Federal Aid Requested	$10,319.76
Emergency Constr. Hwy. Funds	18,346.24
	$28,666.00

State Funds for Constr: Chap 175, laws 1917: Chap 31, laws 1920
" " " Maint: Chap 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-146-B

HONEY RANCH-DOLPH SECTION OF THE

McMINNVILLE-TILLAMOOK HIGHWAY IN TILLAMOOK COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, January 18, 1933.

All Required		Clearing and Grubbing		$ 5,000.00
54,000	cu. yds.	Excavation, Single Classification	$0.30	16,200.00
86,000	yd. sta.	Overhaul	0.03	2,580.00
11,000	yd. mi.	Truck Haul	0.15	1,650.00
9,000	cu. yds.	Selected Roadbed Topping	0.80	7,200.00
1,500	cu. yds.	Salvaging Surfacing Materials	0.40	600.00
500	yd. mi.	Hauling Salvaged Materials	0.15	75.00
1,000	cu. yds.	Crushed Gravel Surfacing	1.25	1,250.00
150	cu. yds.	Filler	0.50	75.00
300	yd. mi.	Hauling Filler	0.15	45.00
100	M-Gals.	Sprinkling	2.00	200.00
500	lin. ft.	6" Porous Drain Tile	0.30	150.00
40	lin. ft.	12" Culvert Pipe	1.00	40.00
300	lin. ft.	18" Culvert Pipe	2.00	600.00
180	lin. ft.	24" Culvert Pipe	3.00	540.00
180	lin. ft.	60" Culvert Pipe	8.00	1,440.00
			Sub-total	$ 37,645.00
			10% Engr. & Cont.	3,764.50
			Total........	$ 41,409.50

Length of Roadway	1.239 miles
Length of Baxter Creek Br. 30.0 ft.	.006 miles
Total length	1.245 miles
Cost per mile	$33,421.71

Regular Federal Aid Funds Requested	$14,907.42 (36%)
Emerg. Constr. Highway Funds Requested	26,502.08
	$41,409.50

FORM 2-A-1 8884 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

146 B

January 31, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

In regard to the Hebo-Dolph contract, I beg to advise that the Maintenance Materials portion was bid at a considerable advance in price over the former letting when this Maintenance Material was let without the grading, but it does not seem possible to consider this material as a single item as the contractor's bid is quite low on other items such as excavation. The second bidder on the Hebo-Dolph Section was lower on Maintenance Material, but his total is about $4,000 above the low bidder, therefore since the Maintenance Material is to be furnished immediately the low bidder has evidently tried to finance his job by bidding high on Maintenance Material.

However, considering the Maintenance Material alone the last letting was $3,466.60 higher than the price bid by Feldschau.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

NOTED
State Highway Engineer

CONTRACT#1463,

SEE:

CONTRACT#1397,

1463 [illegible]: Contract [illegible]

CONTRACT# 1463,

PR 121-A John Day River Bridge, 1933
Clatsop Co.

1463

FORM 5-4-1 16574 7000 7-

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

121A

March 14, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

A. Young & Son Iron Works
Portland, Oregon.

Gentlemen:

In connection with the attached final estimate voucher for $177.24 in connection with Contract #1463 written in favor of F. L. Odom, Contractor, assigned to your company, I would say the assignment and final release have been properly executed by the contractor but before payment can be made it will be necessary for your company as assignee to have executed the affidavit form printed on the back of the voucher.

Please see that someone connected with the company executes the affidavit, signing their own name on the line I have checked with red pencil, and showing their official connection with your company. The signature should also be witnessed by a notary public and upon the return of the voucher payment will be made to you as soon as possible.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer

By Carl F Smith
Auditor.

CFS L
cc H. B. Glaisyer, Secretary
Office.

FORM 3-A-1 10674 7000 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO

#146

121A

February 6, 1935.

A. Young & Sons Iron Works
Portland, Oregon.

Gentlemen:

Last night I mailed to you for signature our final estimate voucher for $177.24 in connection with F. L. Odom contract #1465, which estimate had been assigned to you by Mr. Odom.

I note that I failed to request in my letter that you secure the written consent of the surety company on the contract to the assignment. The surety company is the Hartford Accident & Indemnity Company and Jewett, Barton, Leavy & Kern are the agents in the Lewis Building, Portland. It is essential that this written consent be received by the Commission before the assignment in your favor can be honored.

Yours very truly,

R. H. BALDOCK,
State Highway Engineer.

By Carl F Smith
Auditor.

CFS L
cc James McFarland
Office.

R M BISSELL
PRESIDENT

JAS L D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

121-a

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT 720 CALIFORNIA STREET
SAN FRANCISCO CALIFORNIA

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

JOY LICHTENSTEIN
VICE-PRESIDENT

April 16, 1934

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

Many thanks for your letter of April 13 enclosing Warrant No. 71071 in favor of F. L. Odom and ourselves.

I notice that you have mailed the drafts to the Brookfield Company and Chas. R. McCormick Lumber Co. Many thanks for your assistance and consideration in this matter.

As you will note by copy of letter enclosed, I am asking Mr Odom to secure a statement of the A. Young & Son account. If there is a balance due them, this will be taken care of promptly as soon as the statement is received.

Yours very truly,

J H Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q

Enc.

NRA
MEMBER
U.S.
WE DO OUR PART

April 16, 1934

Mr. F. L. Odom,
1478 Center Street,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

- - - - - - - -

I am enclosing Warrant of the State of Oregon, No. 71071, in the amount of $5283.42, which I wish you would endorse and return promptly.

Secretary Glaisyer in his letter of April 13 says this represents final payment to you in connection with the construction of the bridge over the John Day River. I think I have said to you previously that I am rather surprised at the amount. I had understood from you that the amount would be considerable greater when you included extras. I wish you would let me have the final estimate, so that I may see the details. Are you sure that all the credits for extras have been included? I do not know that you realize that if this is thefinal amount, your loss runs nearly double the amount that was first estimated.

Mr Glaisyer has also asked that we secure a receipt of the payment of the balance due A. Young & Son. If there is any balance due them, we should have a statement promptly, so that this can be taken care of.

Yours very truly,

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q
Enc.

cc: Mr. Glaisyer
Mr. Ramstead

#1463

121-A

April 16, 1934

Chas. R. McCormick Lumber Co.
Foot of Irving Street
Portland, Oregon

Gentlemen:

I acknowledge receipt of your letter of April 14 inclosing assignment and release of your claim against F. L. Odom arising out of his contract with the State Highway Commission for the construction of the John Day River bridge on the Columbia River Highway in Clatsop County. I thank you for this release.

Very truly yours

Secretary

HBG:jn

SEATTLE N[illegible]YORK PHILADELPHIA LOS ANGELE[illegible] [illegible]N DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

March 14, 1934.

State Highway Commission
Salem, Oregon.

Gentlemen:

Please be advised that our claim against Mr. F. L. Odom amounting to $12891.33 has been paid. This claim is against the John Day River Bridge #10.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

Hartford Accident and Indemnity Co.
Release attached as requested.

Fidelity and Surety Department

Hartford Accident and Indemnity Company
HARTFORD, CONNECTICUT

Assignment and Release

KNOW ALL MEN BY THESE PRESENTS: That CHAS. R. McCORMICK LUMBER CO.

in consideration of the payment to it of the sum of TWELVE THOUSAND NINE HUNDRED EIGHTY-SIX & 47/100 DOLLARS, by the HARTFORD ACCIDENT AND INDEMNITY COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Connecticut, hereinafter called the Surety, at or before the ensealing of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over and do hereby sell, assign, transfer and set over to the Surety, its successors and assigns, any and all causes of action, debts, dues, accounts, claims or demands of whatsoever name or nature against F. L. ODOM

growing out of the construction and erection of JOHN DAY RIVER BRIDGE #10

and which it ever had, now has or may have, hereby certifying that none of the said causes of action, debts, dues, accounts, claims or demands whatsoever have been paid or satisfied or heretofore assigned, either in whole or in part, and that to the knowledge of said CHAS. R. McCORMICK LUMBER CO. there is no counter claim or set-off to the accounts assigned hereby, and said CHAS. R. McCORMICK LUMBER CO. does hereby constitute and appoint said HARTFORD ACCIDENT AND INDEMNITY COMPANY, its successors and assigns, its true and lawful attorney, irrevocable, with power of substitution and revocation, for its use and at its proper costs and charges, to ask, demand and receive, to sue for and to take all lawful ways for the recovery of the moneys due or to become due on the accounts so assigned and on payment thereof to discharge the same; upon the same consideration the said CHAS. R. McCORMICK LUMBER CO. has released, exonerated and forever discharged the said Surety from any and all liability for, upon or by reason of a certain bond or undertaking in writing effective as of the 1st day of February, 1933 in the penalty of FIFTY THOUSAND - DOLLARS, and wherein F. L. ODOM is principal, HARTFORD ACCIDENT AND INDEMNITY COMPANY, is Surety, in favor of STATE OF OREGON conditioned for the payment of labor or materials as more particularly therein set forth.

IN WITNESS WHEREOF, the said CHAS. R. McCORMICK LUMBER CO. has caused these presents to be signed by its proper officers thereunto duly authorized and its corporate seal to be affixed this 17th day of March, 193[illegible]

(Seal)

Attest:

Its Secretary

Vice President.

FORM C107
[illegible] 10-31 3093

#1463

121-a

April 13, 1934

Hartford Accident and Indemnity Company
720 California Street
San Francisco, California

Attention Mr. J. H. Van Tassel, Attorney
Surety Claims Department

Gentlemen:

I am handing you herewith warrant No. # 71071 in the sum of $5,283.42, dated April 10, 1934, drawn on the State Highway Fund to the order of F. L. Odom and Hartford Accident and Indemnity Company, Assignee. This warrant represents final payment to Mr. Odom in connection with his contract with the State Highway Commission for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria in Clatsop County, Oregon. Please acknowledge receipt of this warrant.

In accordance with your previous instructions I am today mailing to the Brookfield Company, Astoria, and the Chas. R. McCormick Lumber Company, Portland, the drafts which you sent to me to forward to them on the day the within warrant to you.

In connection with the claim of A. Young & Son, will you kindly furnish us with a receipt of the payment of this claim as soon as it has been adjusted.

Very truly yours

Secretary

HBG:jm

April 13, 1934

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Gentlemen:

In accordance with instructions given by Mr. J. H. Van Tassel, Surety Claims Attorney for the Hartford Accident and Indemnity Company, in his letter of March 6, 1934 and directed to our bridge office engineer, Mr. W. A. Reeves, I am inclosing draft No. S.F. 1874 in the sum of $2,875.47, drawn in favor of Chas. R. McCormick Lumber Co., Portland, Oregon.

Our instructions were to mail this draft to you on the day we mailed the final warrant to the Hartford Accident and Indemnity Company for final payment due Mr. F. L. Odom in connection with his contract with the State Highway Commission for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria, Clatsop County. Kindly forward us form of assignment and release sent to you by Mr. Van Tassel.

Very truly yours

STATE HIGHWAY COMMISSION

HBG:jn

Secretary

c.c. Mr. J.H.Van Tassel

c.c. Mr. F. L. Odom
1478 Center Street
Salem, Oregon

P. S. This will also answer your letter of April 11 concerning this matter.

April 13, 1934

Brookfield Company
Astoria, Oregon

Gentlemen:

In a [illegible] by J. H. Van Tassel, Surety Claims Attorney for the Hartford Accident and Indemnity Company, in his letter of March 6, 1934 and directed to our bridge office engineer, Mr. W. A. Reeves, I am inclosing draft No. S.F. 1873 in the sum of $2,926.99 drawn in favor of Brookfield Company, Astoria, Oregon.

Our instructions were to mail this draft to you on the day we mailed the final warrant to the Hartford Accident and Indemnity Company for final payment due Mr. F. L. Odom in connection with his contract with the State Highway Commission for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria, Clatsop County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBO:jm
c.c. Mr. Van Tassel
Mr. F. L. Odom
Salem, Oregon

April 13, 1934

Brookfield Company
Astoria, Oregon

Gentlemen:

In accordance with instructions given by J. E. Van Tassel, Surety Claims Attorney for the Hartford Accident and Indemnity Company, in his letter of March 6, 1934 and directed to our bridge office engineer, Mr. W. A. Reeves, I am inclosing draft No. S.F. 1873 in the sum of $2,926.99 drawn in favor of Brookfield Company, Astoria, Oregon.

Our instructions were to mail this draft to you on the day we mailed the final warrant to the Hartford Accident and Indemnity Company for final payment due Mr. F. L. Odom in connection with his contract with the State Highway Commission for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria, Clatsop County.

Very truly yours
STATE HIGHWAY COMMISSION

Secretary

HBG:jn
c.c. Mr. Van Tassel
Mr. F. L. Odom
Salem, Oregon

CHAS. R. McCORMICK LUMBER CO.
OF DELAWARE
RAIL DEPARTMENT
DOUGLAS FIR - HEMLOCK - SPRUCE - CEDAR
LUMBER - LATH - SHINGLES - PILING
McCORMICK TERMINAL, FOOT OF IRVING STREET
PORTLAND, OREGON

SAN FRANCISCO OFFICE
461 MARKET ST.
LOS ANGELES OFFICE
117 WEST 9TH STREET
SEATTLE OFFICE
1020 WHITE BUILDING

MILLS AT
ST. HELENS, OREGON
PORT GAMBLE, WASHINGTON
PORT LUDLOW, WASHINGTON
CREOSOTING PLANT
ST. HELENS, OREGON

Phone ATwater 9161

April 11, 1934

RECEIVED
APR 12 1934
[illegible] MISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: Mr. H. B. Glaisyer, Secretary

Under date of March 6, the Hartford Accident and Indemnity Company mailed you their check for $2875.47 payable to us and is to be released when your final payment to them for the F. L. Odem is made.

We would thank you for advice as to just when you expect to be able to do this.

Yours very truly,

CHAS. R. McCORMICK LUMBER CO.

CWP:IE

By
Auditor

March 28, 1934

Brookfield Company
Waterfront at 32 Street
Astoria, Oregon

Attention Mr. R. C. Larson, Secretary

Gentlemen:

Reference is made to your letter of March 22 directed to Mr. W. A. Reeves of this Department in which you inquire as to when you may expect to receive your draft completing payment to you for services rendered contractor F. L. Odom in connection with his contract with the State Highway Commission for construction of a bridge over the John Day River on the Columbia River Highway near Astoria.

I refer you to the letter written by Mr. J. H. Van Tassel, Surety Claim Attorney for the Hartford Accident and Indemnity Company which letter is dated March 6, 1934 and is directed to Mr. W. A. Reeves of this department, with which is transmitted a draft in the sum of $2,926.99 drawn in your favor. A copy of said letter was mailed to you. You will note therein that we have been directed to mail to you the above mentioned draft on the day that we mail final payment to the surety company on Mr. Odom's bond.

We are not yet ready to mail the final warrant to the surety company. Indications are that it will be mailed in about two weeks and in conformity with the instructions given by Mr. Van Tassel, we will mail to you your draft on the same day.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

ER, PORTLAND
BURNE, EUGENE
ICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 27, 1934

Brookfield Company
Waterfront, at 32nd Street
Astoria, Oregon

Gentlemen:

This will acknowledge receipt of your letter of March 22 with reference to the final estimate for the John Day River Bridge.

The check which the bonding company has made out to you is in the possession of the Secretary of the Highway Commission, Mr. H. B. Glaisyer. We are, therefore, referring your letter to him for reply.

Very truly yours

C. B. McCullough
Bridge Engineer

By

W. A. Reeves
Office Engineer

WAR LD

cc H. B. Glaisyer

[illegible]CK, SA[illegible]ND CEMENT
DOMESTIC [illegible]ND SMITHING COAL
BUILDERS' SUPPLIES

BROOKFIELD COMPANY
WATERFRONT, AT 32ND STREET

ASTORIA, OREGON,

March 23, 1934

RECEIVED
MAR 2[illegible] 1934
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. W. A. Reeves
Oregon State Highway Comm.
Bridge Dept.
Salem, Oregon

Dear Sir:

It has been some time since we signed the release for the Bonding Company on the John Day Bridge job and we are becoming anxious for some news of the draft which, according to the letter from the Bonding Company, is in your possession.

We shall appreciate it very much if you can let us know when we may expect our money.

Very truly yours,

BROOKFIELD COMPANY

By R. C. Larson
Sec.

RCL:AL

March 19, 1934

Hartford Accident & Indemnity Co.
720 California Street
San Francisco, California

Attention: J. H. Van Tassel, Attorney
Surety Claims Department

Gentlemen:

This is to acknowledge receipt of your letter of March 15th, signed by Mr. Arthur Parx, Assistant Surety Claims Attorney, regarding the status of payment of the claims against the F. L. Odom contract with the State of Oregon for the construction of a bridge over the John Day River on the Columbia River Highway near Astoria.

In view of the showing that you have made with respect to claims outstanding against this work we will release the final payment in connection with this project as soon as we receive the warrant therefor from the Secretary of State, unless some condition should arise in the meantime which would alter this decision.

Regarding the assignment and release from the Brookfield Company wish to say that this has been received. However, we have not received the assignment and release from the Chas. R. McCormick Lumber Company, but, according to their letter to you dated March 8th, we need not expect to receive such assignment and release until they have received their check in payment of their claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

JAS L.D KEARNEY
VICE PRE[illegible]NT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

JOY LICHTENSTEIN
VICE-PRESIDENT

March 15, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: Bond 1077990 - SF-2397
Principal: F. L. Odom
Obligee: State of Oregon

This will acknowledge your letter of March 12, addressed to Mr. Van Tassel. At the present time he is out of the City and I am therefore answering your letter so that this matter may be disposed of without any unnecessary delay.

You list a number of claims in your letter, which you state are on file. Taking these in the order in which they appear in your letter, I will give you a statement of the present status of each claim, according to our records.

F. L. SHAW - $12.00 - This matter was taken up with Mr. Odom, who stated that Mr. Shaw was never authorized to haul men to and from the job. He denied any liability to Mr. Shaw and, under the circumstances, we could not pay this claim.

L. B. HICKOX & COMPANY - Amount not stated. - We have no record of this claim having been filed.

CHAS. R. McCORMICK LUMBER CO. - $12891.33 - In connection with this item, we are enclosing herewith a copy of letter from the Chas. R. McCormick Lumber Company, dated March 8. You will note from this letter that the draft in the amount of $2875.47, which we sent you, will be accepted in full payment of their claim.

BROOKFIELD COMPANY - $4515.34 - In connection with this matter, I am enclosing copy of a letter dated March 8

NRA
MEMBER
U.S.
WE DO OUR PART

from the Brookfield Company. According to this letter, they were to send you assignment and release and accept our draft in the amount of $2926.99 in full settlement of their claim.

W. H. ELLIOTT - $63.00 - This claim was paid on September 16, 1933, by our check No. 108 in the amount of $63.00. We have the cancelled check in our file.

SHERWIN-WILLIAMS COMPANY - $81.08 - This claim was paid on November 1, 1933, by our check No. 127 in the amount of $81.08, and we have the cancelled check in our file.

POPE TRULLINGER - $5.00 - This claim was paid on November 1, 1933, by our check No. 126 in the amount of $5.00. The cancelled check is in our file.

C. E. ASH - $33.20 - On August 31, 1933, we wrote to Captain Ash, advising him that our bond did not cover the loss caused by the damage to his boat. We have heard nothing further from Mr. Ash and, in any event, as the coverage does not apply to a claim of this nature, we would not be in a position to pay same.

STANDARD OIL COMPANY - $241.25 - This claim has been paid by our draft No. 1872, dated March 5, 1934, in the amount of $241.25.

You will readily see from the above that all the claims listed in your letter have been paid, with the exception of the Shaw and Ash items. As we have no liability in either of these cases, we of course would not be in a position to pay them.

If you require the cancelled checks which I have mentioned, we will be glad to send them to you for your inspection.

Under the circummstances, I am wondering if you could make final payment to Mr. Odom and deliver the drafts sent you on March 6, in accordance with request contained in Mr. Van Tassel's letter of that date.

Yours very truly,

Arthur Park
Asst. Surety Claims Attorney

AP:EA
Enc.

CHAS. R. McCORMICK LUMBER COMPANY

PORTLAND, OREGON

March 8,1934

Hartford Accident & Indemnity Co.,
San Francisco,Calif.

Attention Mr. J. E. Van Tassel, Security Claims Atty.

Gentlemen:

We acknowledge yours of the 6th advising that you have mailed check for $2875.47 to Mr. W. A. Reeves, Office Engineer of the State Highway Commission with instructions to deliver this to us at time their claim for final payment is made out to you.

We will execute Assignment and Release enclosed and deliver to the State Highway Commission, also our lease to the State at time the State is prepared to pay you.

We thank you for the satisfactory manner in which you have handled this claim.

Yours very truly

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By C. W. Phellers
Auditor

C
o
p
y

BROOKFIELD COMPANY

ASTORIA, OREGON

March 8, 1934

Hartford Accident & Indemnity Co.
720 California St.
San Francisco, Calif.

Dear Sir: Att: Mr. J. H. Van Tassel

I have your letter of March 6, enclosing the letter to Mr. Reeves with the assignment and release. A. Young and Son paid us in full some time ago.

Everything is all O.K. with us and I am sending Mr. Reeves the assignment and release, signed by Chas. Larson and myself.

Very truly yours,

BROOKFIELD COMPANY

By R. C. Larson
Sec.

C
o
p
y

March 15, 1934.

Mr. H. B. Glaisyer:

I am handing you herewith an assignment on the John Day River bridge job which the Brookfield Company sent in to this office and also from the Chas. R. McCormick Lumber Co. with reference to a check which the bonding company sent to this office. This check was sent in to your office several days ago.

W. A. Reeves

WAReeves

AR:p
Attached

CK, SA ND CEMENT
DOMESTIC AND SMITHING COAL
BUILDERS' SUPPLIES

BROOKFIELD COMPANY
WATERFRONT, AT 83ND STREET

ASTORIA, OREGON,

March 8, 1934

RECEIVED
10
OREGON STATE HIGHWAY COMMISSION

Mr. W. A. Reeves, Office Engineer
Oregon State Highway Comm.
Bridge Dept.
Salem,Oregon

Dear Sir:

I am enclosing our assignment and release of the Hartford Accident and Idemnity Co. in consideration of their draft #1873 in the amount of $2,926.99, our final payment due on the John Day Bridge job.

I understand that we shall receive the above named draft as soon as you send the Hartford Accident and Idemnity Co. their final Payment.

Very truly yours,

BROOKFIELD COMPANY

By R. C. Larson
Sec.

RCL:AL

partment

Hartford Accident and Indemnity Company
HARTFORD, CONNECTICUT

Assignment and Release

KNOW ALL MEN BY THESE PRESENTS: That BROOKFIELD COMPANY

in consideration of the payment to it of the sum of NINE THOUSAND NINE HUNDRED TWENTY-SIX & 99/100 DOLLARS, by the HARTFORD ACCIDENT AND INDEMNITY COMPANY, a corporation organized and existing under and by virtue of the laws of the State of Connecticut, hereinafter called the Surety, at or before the ensealing of these presents, the receipt whereof is hereby acknowledged, has sold, assigned, transferred and set over and do...... hereby sell, assign, transfer and set over to the Surety, its successors and assigns, any and all causes of action, debts, dues, accounts, claims or demands of whatsoever name or nature against F. L. ODOM

growing out of the construction and erection of JOHN DAY RIVER BRIDGE #10

and which it ever had, now has or may have, hereby certifying that none of the said causes of action, debts, dues, accounts, claims or demands whatsoever have been paid or satisfied or heretofore assigned, either in whole or in part, and that to the knowledge of said BROOKFIELD COMPANY

there is no counter claim or set-off to the accounts assigned hereby, and said

BROOKFIELD COMPANY does hereby constitute and appoint said HARTFORD ACCIDENT AND INDEMNITY COMPANY, its successors and assigns, its true and lawful attorney, irrevocable, with power of substitution and revocation, for its use and at its proper costs and charges, to ask, demand and receive, to sue for and to take all lawful ways for the recovery of the moneys due or to become due on the accounts so assigned and on payment thereof to discharge the same; upon the same consideration the said

BROOKFIELD COMPANY

has released, exonerated and forever discharged the said Surety from any and all liability for, upon or by reason of a certain bond or undertaking in writing effective as of the 1st day of February, 1933

in the penalty of FIFTY THOUSAND - DOLLARS,

and wherein F. L. ODOM

is principal, HARTFORD ACCIDENT AND INDEMNITY COMPANY, is Surety, in favor of

STATE OF OREGON

conditioned for the payment of labor or materials as more particularly therein set forth.

IN WITNESS W[illegible]OF, the said BROOKFIELD COMPANY

has caused these pr[illegible] signed by its proper officers thereunto duly authorized and its corporate seal to be affixed this 8th [illegible]rch 1934.

(Seal)

Attest:

Its President.

Its Se

FORM C107
[illegible]-10-31-3093

NEW RK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

March 14, 1934.

Mr. W. A. Reeves, Office Eng.
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

We have advice under date of March 6th that J. H. Van Tassel, Sec., Claims Atty. for the Hartford Accident & Indemnity Co have mailed you check for $2875.47 to be delivered to us when you are ready to send them warrent for balance due on the F. L. Odom Contractor, John Day Bridge #10.

Please advise us just when you will mail this warrent to them and we will mail both our release to the State Highway Commission and to that of the Hartford Accident & Indemnity Co.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By CWPhillips
Auditor.

CWP-N

March 12, 1934

Mr. J. H. Van Tassel
Surety Claims Attorney
Hartford Accident and Indemnity Company
720 California Street
San Francisco, California

Dear Sir:

Reference is made to your letter of March 6, directed to Mr. W. A. Reeves, Office Engineer for the State Highway Bridge Department. You inclosed drafts in favor of the Brookfield Company and the Chas. R. McCormick Lumber Company in the sums of $2,926.99 and $2,875.47 respectively which you represent as being final payments to these companies for services and materials furnished in connection with the ~~connection with the~~ contract awarded to F. L. Odom for the construction of the bridge over the John Day River in Clatsop County on the Columbia River Highway.

We note in the last paragraph of your letter that these drafts cover all known outstanding claims, except a possible small balance due Mr. A. Young and Son. Our records disclose the following claims outstanding against this work, and you will note that the claims of Chas. R. McCormick Lumber Company and the Brookfield Company are considerably more in amount than the amount of the drafts:

F. L. Shaw, for hauling men to and from the job	$ 12.00
L. B. Hickox & Co., claim against Brookfield Co. (Amount not stated.)	
Chas. R. McCormick Lbr. Co., for material	12,891.33
Brookfield Company, labor and material	4,515.34
W. H. Elliott, for hauling pile driver	63.00
Sherwin-Williams Co., for material	81.08
Pope Trullinger, for rental of equipment	5.00
C. E. Ash, for damage to boat	33.20
Standard Oil Co., for supplies	241.25

A statement concerning the status of these claims together with releases will be appreciated.

In the meantime, we are holding the drafts for disposal as directed by you, unless some condition should arise in the future to necessitate a change in these plans.

Very truly yours

Secretary

HBG:jn

March 8, 1934

Mr. Glaisyer:

Please note the attached letter from the Surety on the F. L. Odom Contract No. 1463 - John Day River Bridge in Clatsop Co.

In regard to claims we have notice of the following:

7- 8- 33	- F. L. Shaw - for hauling men to and from job -	$ 12.00
7- 10-33	- L. B. Hickox & Co. - against Brookfield - amt.	not stated.
7- 18-33	- Chas. R. McCormick Lbr. Co. for material -	$12,891.33
8- 21-33	- Brookfield Co. for labor and material -	$ 4,515.34
9- 11-33	- W. H. Elliott - for hauling pile driver -	$ 63.00
10- 3- 33	- Sherwin-Williams Co. for material -	$ 81.08
10-16-33	- Pope Trullinger - for rental of equipment -	$ 5.00
11-21-33	- C..E. Ash - for damage to boat -	$ 33.20
12-6- 33	- Stabdard Oil Co. - for supplies -	$ 241.25

The final estimate in amount $5,518.30 has been prepared and is now in the Auditing Dept. and will be sent out for signature in the next day or two.

J. McFarland.

Thisnwas handed to me by the Bridge Dept.

JAS. L.D. KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

JOY LICHTENSTEIN
VICE-PRESIDENT

RECEIVED
MAR 8 1934
OREGON STATE HIGHWAY COMMISSION
[illegible]

March 6, 1934

Mr. W. A. Reeves, Office Engineer,
Oregon State Highway Commission,
Bridge Department,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

This will acknowledge your letter of March 3, to the effect that you are having some difficulty in checking up weights of structural steel with A. Young & Son of Portland, and trust that by the time you have received this letter you will have been able to adjust the entire matter satisfactorily.

Your final sentence states that we, of course, understand that actual payment on the voucher might be held up by the Commission until all claims are satisfactorily settled. I am, therefore, taking the method as shown in additional letters which are enclosed. I trust that this method meets with your approval. It never has seemed to me fair that the State should expect us to pay out large sums of money and wait indefinitely for our money.

These drafts enclosed cover all known outstanding claims, except a possible small balance due A. YOUNG & SON, which cannot be adjusted until you have determined the exact weights of the structural steel. We are perfectly willing to say that we will pay A. Young & Son any balance that may be determined as due them when these weights are arrived at.

Yours very truly,

J H Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

NRA
MEMBER
US
WE DO OUR PART

JHV:Q
cc: Mr. F. L. Odom
Mr. Gordon A. Ramstead

JAS L.D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA
JOY LICHTENSTEIN
VICE-PRESIDENT

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

March 6, 1934

Mr. W. A. Reeves, Office Engineer,
Oregon State Highway Commission,
Bridge Department,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

- - - - - - - - -

I am enclosing Draft #1874 in the amount of $2875.47, drawn in favor of CHAS. R. McCORMICK LUMBER CO., Portland, Oregon. This is the final balance due this company from F. L. Odom in connection with the John Day Bridge Job. On the day you mail us the final payment due Mr. Odom on this job, you are authorized to mail this draft to CHAS. R. McCORMICK LUMBER CO. I am forwarding them a form of Assignment and Release which they will forward to you to be sent to us along with the final payment coming to us.

Yours very truly,

J H Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q
Enc.

cc: Chas. R. McCormick Lumber Co.
Mr. F. L. Odom
Mr. Gordon A. Ramstead

RECEIVED
MAR 8 1934
[illegible] COMMISSION

NRA
MEMBER
U.S.
WE DO OUR PART

JAS. L.D. KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA
JOY LICHTENSTEIN
VICE-PRESIDENT

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

March 6, 1934

Mr. W. A. Reeves, Office Engineer,
Oregon State Highway Commission,
Bridge Department,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

- - - - - - - - - -

RECEIVED
MAR 8 1934
STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

I am enclosing Draft #1873 in the amount of $2926.99, drawn in favor of BROOKFIELD COMPANY, Astoria, Oregon. This is the final balance due this company from F. L. Odom in connection with the John Day Bridge Job. On the day you mail us the final payment due Mr. Odom on this job, you are authorized to mail this draft to Brookfield Company. I am forwarding them a form of Assignment and Release which they will forward to you to be sent to us along with the final payment coming to us.

Yours very truly,

J H Van Tassel
J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:Q

Enc.

cc: Brookfield Company
F. L. ODOM
Mr. Gordon A. Ramstead

NRA
MEMBER
U.S.
WE DO OUR PART

121-a

April 9, 1934

J. H. VanTassel, Surety Claims Attorney
Hartford Accident and Indemnity Company
720 California Street
San Francisco, California

Dear Sir:

Reply is made to your letter of April 6 with further reference to the payment of the final estimate in connection with F. L. Odom's contract for the construction of the John Day River Bridge near Astoria in Clatsop County.

We find, upon investigation, that the final voucher in the amount of $5,283.42 was delivered to the Secretary of State on Friday of last week, April 6, for the issuance of the customary warrant. We expect to receive this warrant within the next day or two.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

#1463

PRESIDENT

JAS L D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

CHAS E CHASE
CHAIRMAN BOARD OF DIRECTORS

**Hartford Accident and
Indemnity Company**

PACIFIC DEPARTMENT 120 CALIFORNIA STREET
SAN FRANCISCO CALIFORNIA

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

JOY LICHTENSTEIN
VICE-PRESIDENT

April 6, 1934

Mr. H. B. Glaisyer, Secretary,
State Highway Commission,
Salem, Oregon.

Dear Sir: Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

- - - - - - - -

In your letter of March 19 you said that you would forward the final payment in connection with this project as soon as you received the warrant from the Secretary of State. I am wondering just what has happened. Has it taken all of this time to get the matter through?

Yours very truly,

J H Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

$5,282.42 Final
voucher to Sec of State
on April 6th.

JHV:Q

cc: Mr. F. L. Odom
Mr. Gordon A. Ramstead

Jim
What [illegible] of this?
H B G

WE DO OUR PART

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. Finkbiner

Dear Sir:

In our review of the final voucher for Oregon E-121, John Day River Bridge, we find that we have not received copies of the test reports for creosote and treated lumber and piling.

As we cannot recommend the final voucher for payment until these are received, will you please forward them as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

#1463

121-a

March 10, 1934

Hartford Accident & Indemnity Co.
c/o Jewett, Barton & Leavy
Lewis Building
Portland, Oregon

Gentlemen:

We are informed that Portland Astoria Seaside Auto Freight, Inc., has a claim, in the sum of $50.27, against F. L. Odom in connection with the highway contract that was awarded to him for the construction of a bridge over the John Day River near Astoria in Clatsop County.

This notice is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AF

cc F. L. Odom
Eugene
Oregon

March 10, 1934

Portland Astoria Seaside Auto Freight, Inc.
181 East Water Street
Portland, Oregon

Gentlemen:

Your letter of March 8, directed to State of Oregon, concerning your claim against F. L. Odom for handling numerous freight shipments in connection with his contract for the construction of the bridge over John Day River near Astoria, has been referred to this department for reply.

In connection with this contract, Mr. Odom furnished the State with a surety bond for the protection of claims incurred against the project. This bond was written by Hartford Accident & Indemnity Company for which Jewett, Barton & Leavy are agents with offices in the Lewis Building, Portland. We offer this bond for the protection of your claim and suggest that you again communicate with the bonding company with regards to settlement. If you secure no settlement, you still have recourse to action in the courts.

It is our understanding that the Secretary of State has forwarded to you a copy of the law outlining form to be followed in filing notice of claim in his office to afford you protection on the bond subsequent to the expiration of a period of six months from the date of completion of the project.

Very truly yours,

Secretary

HBG:AJ

cc Secretary of State

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

March 9, 1954

State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed, for your attention, a letter from the Portland-Astoria-Seaside Auto Freight, relative to hauling charges due them from F. L. Odom, Contractor.

A copy of the law outlining the form to be followed in filing a notice of claim has been forwarded to the above company.

Yours very truly,

P. J. Stadelman
Secretary of State

EL

Enc. 1

DIRECT SERVICE TO
WESTPORT
CLATSOP CREST
SVENSON CROSS ROAD
ASTORIA
WARRENTON
CLATSOP STATION
SEASIDE
CANNON BEACH

PORTLAND - ASTORIA - SEASIDE
AUTO FREIGHT
Office: Auto Freight Terminal Building
181 EAST WATER STREET
PORTLAND, OREGON

DIRECT CONNECTIONS
AT
ASTORIA
McGOWAN, WASH.
CHINOOK
ILWACO
SEAVIEW
LONG BEACH
NAHCOTTA
OCEAN BEACH

March 8, 1934

State of Oregon,
Salem, Oregon.

Gentlemen:

During the construction of the John Day Bridge at Astoria, Oregon, we handled numerous freight shipments for F. I. Odom, contractor.

The freight charges on this hauling has never been paid to us, although we have sent several statements to Mr. Odom. We also sent a statement to the bonding company but without results.

Will you please advise us what steps are necessary in order that we may take this matter up with the proper department. The balance due is $50.27.

Yours very truly,

PORTLAND ASTORIA SEASIDE AUTO FRT, INC.,

By Harry Baker

HB-HB

Respectfully referred to State Highway Commission

STATE DEPARTMENT

SECRETARY OF STATE
RECEIVED
MAR 9 - 1934
P. J. STADELMAN

RECEIVED
MAR 10 1934
OREGON

121-a

December 27, 1935

Chas. R. McCormick Lumber Co.
McCormick Terminal
Foot of Irving Street
Portland, Oregon

Attention: C. W. Phillers, Auditor

Gentlemen:

Replying to your letter of December 26, wish to advise that we expect to make final payment to F. L. Odom in connection with his contract for the construction of the bridge over the John Day River near Astoria within the next thirty days.

Very truly yours,

STATE HIGHWAY COMMISSION

Secretary

HBG:aj:hi

LAND SEATTLE NEW YORK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST. HELENS, OREGON

December 26, 1933.

State Highway Department of Salem, Ore.

Re F. L. Odom Bond with Hartford Accident
& Indemnity Co., #1077990

Gentlemen:

The above bond covers work on the John Day Bridge near Astoria. We would be pleased to have you advise us just when you expect to make final payment for this work as the Surety are ready to pay us when final settlement from you is received. As our charge for material has been on our books for quite a long time we are anxious to get information concerning the above so that the Surety can settle with us in full.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By ____________
Auditor.

CWP-N

#1463

121-a

December 6, 1933

Hartford Accident & Indemnity Co.
C/o Jewett, Barton & Leavy,
John Kern Company
Lewis Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Standard Oil Company against the bond taken from F. L. Odom in connection with contract No. 1463 covering bridge construction over the John Day River near Astoria on the Columbia River Highway. You will note this claim amounts to $241.25 and represents petroleum products furnished.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - F. L. Odom,
211 U. S. National Bank Bldg.,
Salem, Oregon

December 6, 1933.

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of the receipt of your communication of December 4th with attached copies of notice of claim which has been filed by the Standard Oil Company against the bond taken from F. L. Odom in connection with contract No. 1463 covering bridge construction over the John Day River near Astoria on the Columbia River Highway. We note this claim amounts to $241.25 and represents petroleum products furnished the contractor.

In accordance with our usual practice we are today sending a copy of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

December 4, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by the Standard Oil Company of California for materials furnished in the amount of $241.25 against the bond taken from F. L. Odom, principal, and Hartford Accident & Indemnity Company, surety, for work on the Columbia River Highway, contract No. 1463, which claim was forwarded to this office by Dey, Hampson & Nelson, Attorneys at Law, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

COP

TO HONORABLE HAL E. HOSS, Secretary of State of the
State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of Two Hundred Forty-one and 25/100 Dollars ($241.25), against the bond taken from F. L. Odom, principal, and Hartford Accident & Indemnity Company, surety, in connection with the construction of a bridge over the John Day River on the Columbia River Highway near Astoria, being Oregon State Highway Contract No. 1463.

Dated at Portland, Oregon, November 29, 1933.

STANDARD OIL COMPANY OF CALIFORNIA
BY W. L. MUNCY
District Sales Manager

Endorsed: File No. 2568
Filed December 4, 1933
HAL E. HOSS,
Secretary of State

1933

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

No. 8

December 5, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVE
DEC 7 - 1933
OREGON

Dear Sir:

Final inspection of Oregon E-121-A John Day River Bridge - Columbia River Highway ______, was made by a representative of this office on November 28, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

#146

121-a

November 21, 1933

Hartford Accident & Indemnity Co.
Jewett, Barton & Leavy, John Kern Co.
Lewis Building
Portland, Oregon

Gentlemen:

We have received information to the effect that Mr. C. E. Ash of Astoria, Oregon, has a claim in the amount of $33.20 against the bond taken from F. L. Odom in connection with state highway contract No. 1462 which was awarded to Mr. Odom for the construction of a bridge over the John Day River near Astoria. This claim represents damage done to Mr. Ash's boat by reason of piling installed in connection with this bridge construction.

This information is given you as you appear as surety on the bond written in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - F. L. Odom
211 U. S. Natl. BankBldg.,
Salem, Oregon.

#1463

November 20, 1933

H. B. Glaisyer:

Attached is a copy of letter written by Captain C. E. Ash to Mr. Aldrich with reference to a claim against Mr. Odom for damage done to his boat by reason of hidden piling in the John Day River.

Mr. McCullough has written to Mr. Ash to the effect that the bonding company has been notified of this claim. Will you, therefore, please see that the bonding company is notified.

Thank you.

W. A. Reeves

WAR LD
Attached

COPY

Astoria, Oregon
Nov. 9, 1933.

Mr. Ed Aldrich, Oregon State Highway Commission,
Pendleton, Oregon

My dear friend Aldrich:

Greetings -- in your official capacity.

I have a grievance and want to explode a bit. And as you are a member of the Highway Commission, here goes:

I seems that Mr. F. L. Odom, a Salem contractor, built a bridge down here six miles from Astoria - across the John Day River. In June while this construction was under way, his employees drove several pilings in the middle of the draw span (that is the main channel of the river) and these pilings were put down under the water, out of sight, and with no markers of any sort to indicate their presence.

This was the situation when I took my 34 foot cruiser thru the draw in this supposedly clear and navigable channel the morhing of June 12. My boat hit heavily twice on the very sharp ends of these pilings and began to leak. I went at once to Mr. Skeels, superintendent in charge for Mr. Odom and told him what had happened. We went down and examined the draw span and found the ends of the pilings some two feet under water, entirely out of sight, and no marker.

I had to put the boat on the ways. There was damage. The whole cost came to $33.20, not coulding all the darned trouble.

The bill was presented to Mr. Odom. He never answered a letter. His superintendent told me, tho, that he had approved the claim and had insurance to cover the matter. Things went along like this from month to month, with me getting the royal "run around". Back and forth - letter after letter, to this man and that. To two insurance companies, both of whom claimed policies did not cover such an event.

Then finally Mr. Odom told me that he would again take it up with the insurance people, that they were liable etc. I had threatened to sue and tie up some of his equipment. Just before they finished the bridge here and moved away Mr. Skeels, the supt., phoned that he had just received word from Portland that my claim was allowed and would be paid. On this promise, I entered no suit. They took their stuff away.

1.21-a

November 20, 1933

Mr. Leslie M. Scott
Chairman, State Highway Commission
1028 Yeon Building
Portland, Oregon

Dear Sir:

In response to your recent inquiry about the John Day River bridge, advise that the end bent next to the fill is settling by reason of subsidence. This is a composite type of approach and it will be necessary to jack up the end and put a shim above the cap. This shim will be treated lumber.

There is nothing unusual about this circumstance, as it has occurred several times in the past and there has been no damage of any description to the main span.

Very truly yours,

State Highway Engineer

RHB:MI

November 20, 1933

Mr. C. B. McCullough
Office

Dear Sir:

Regarding the piling placed in the John Day River bridge span by Contractor Odom, it was decided that if the contractor did not remove this at once, the State should do so and deduct the cost from his estimate. Please take care of this immediately.

With reference to the request of Mr. Ash for reimbursement for the cost of repairing his boat, the Commission advised me to get legal advice from Mr. Devers as to whether the State can pay such claims. Will you please take care of this?

Very truly yours,

State Highway Engineer

RHB:HI

FORM 2-B-1 0042 1M 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

121-a

cc RHBaldock

Captain C. E. Ash
794 Irving Avenue
Astoria, Oregon

Dear Captain Ash:

Your communication of November 8, addressed to Mr. Aldrich has been referred to this office for reply.

I don't blame you for being sore about the way this claim of yours has been handled. If it is any satisfaction for you to know it, permit me to advise that I have sent word to the contractor that I want to see him, and when he comes in I am going to work him over if possible. Personally, I am sick and tired of these petty larceny tactics, and if our contractors can't get along without all of this petty turmoil and strife, I am going to try to devise some way whereby we can instill a little of the fear of God into them even if I have to resort to a surgical operation.

In the present instance we are more or less helpless to assist. The law will not permit us to make deductions for any claims filed against the contractor, and of course this is entirely as it should be for otherwise we would be usurping the prerogative and jurisdiction of the Courts whose duty it is to determine claims of this kind.

We are allowed to notify the surety company, and in your case the surety company has been notified of this outstanding claim. If the surety company so desires they can instruct us to withhold all future estimates. If, on the other hand, they instruct us to pay the final estimate to the contractor, we are obliged to do so, but in that event the surety company becomes responsible for all claims concerning which they have had notice. The only thing we can do therefore, is to notify the surety company and this makes them liable with the contractor. If they

Captain C. E. Ash, #2

resist the claim, the only way you can collect it is through the Courts in which you can make both the contractor and the surety company defendants. The whole procedure is long and complicated, and like every other court action, involves about twice as much expense and time and trouble as the controversy is worth.

As above stated, I don't blame you for being disgusted with the whole thing, but under the circumstances, we are more or less an innocent third party. As above stated, I am going to talk to the contractor and see if I can't get him to straighten up this matter at once and avoid any further controversy and trouble on your part.

Very cordially yours,

C. B. McCullough
Asst. State Highway Engineer

CBM:AP

cc Mr. R. B. Aldrich,
Mr. R. H. Baldock

#1463

121-a

November 9, 1935

Standard Oil Company of California,
Pacific Building,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of November 8th concerning the F. L. Odom contract No. 1463 for the construction of a bridge over the John Day River in Clatsop County.

Please be advised that this contract was completed on October 31, 1935. The contract has not yet been accepted by the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1463

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG.
306 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

Nov. 8, 1933

RECEIVED
NOV [illegible] - 1933
OREGON
STATE [illegible]

F. L. Odom.

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

This company furnished petroleum products in connection with his State of Oregon contract 1463, described as "construction of a bridge over the John Day River on the Columbia River Highway near Astoria." We understand that this work has recently been completed and accepted.

In order that we may be in a position to take advantage of the lien rights as afforded by the Oregon laws, we would be pleased to have you inform us the date that this contract was accepted by your department.

Yours very truly

STANDARD OIL COMPANY OF CALIFORNIA

W. L. Muncy, District SalesManager

By W W Ewing
District Credit Man

CDE:LP

Oct. 31st, 1933

Copy

Form 388—4M—3-33.

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Oct. 28, 1933

Section Svensen - Astoria

Kind of work Br. & embankment constr.

Highway Columbia River

Section prefix 4 PS F.A.P. E-121-G

Contractor F. L. Odom

Contract number 1463

Date of contract January 27, 1933

Date of completion June 15, 1933

Date work started February 3, 1933

Estimated date of completion November 1, 1933

Amount of contract $53733.00

Per cent of time elapsed 196.4 %

Estimated cost of completed project, exclusive of engineering $60615.00

Per cent of contract completed, based on total contract price 112.8 %

Engineering costs to date, $............, ...%

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Bridge completed except for removal of equipment and temporary buildings.

Status of employment:

Multnomah County 67.3% of man hours time.

Clatsop County 32.7% of man hours time.

RECEIVED OCT 30 1933

RECEIVED OCT 31 [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

L. [illegible] L. [illegible]

Br.Constr. Clear&Grub.

	GRADING	SURFACING	~~MAINTENANCE~~ MATERIALS	~~OIL AND BITUMINOUS MACADAM~~	PAVING
Miles in project	Completed	Completed	Completed	Completed.	
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		4			

One shift on surfacing only.

Percentages of men employed on contract to be secured from:

Multnomah County, 76 %; Clatsop County, 24 %; .... County, ...%; .... County, ...%

	Multnomah COUNTY	Clatsop COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
	NUMBER USED AND SECURED FROM						
Men	2					4	6
Men and teams							
Men and trucks under 3 tons		2					2
Men and trucks over 3 tons					1		1
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Dredges 1........, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Rain	8	Heavy rain.
Monday	Cloudy	0	No delay.
Tuesday	Rain	0	No delay.
Wednesday	Cloudy	0	No delay.
Thursday	Cloudy Rain A.M	0	No delay.
Friday	Fair	0	No delay.
Saturday	Rain	8	Heavy rain.

121-a

Chas. R. McCormick Lumber Co.

October 23, 1933

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Gentlemen:

Reference is made to your inquiry of October 21 regarding the bridge across the John Day River, in Clatsop County, being constructed by Mr. F. L. Odom under State Highway Contract No. 1463.

Our records show that the estimated date of completion is November 1, 1933, and that there is approximately $7,000.00 due the contractor at this writing for work under the above contract.

Yours very truly

Secretary

JM:jn

AND SEATTLE NE RK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICEPRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT-
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

October 21, 1933.

State Highway Commission
Salem, Oregon.

Gentlemen:

Please advise us whether the bridge across the John Day River has been completed and accepted by you.

This was built by Mr. F. L. Odom, against whom we have filed claim for $12,891.33.

We would also like to know the amount due the contractor on this job, if any. Thanking you for this information, we are,

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By
Auditor.

CWP-N

Approximately $7,000.00
Will complete about Nov. 1, 1933

#14

121-a

October 3, 1933

Hartford Accident & Indemnity Company
Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by The Sherwin-Williams Company for materials furnished in the amount of $81.08 to F. L. Odom in connection with the construction of the bridge over the John Day River near Astoria, state highway contract No. 1463.

This copy is being forwarded to you as you appear as surety on the bond furnished by the contractor.

Very truly yours

Secretary

[illegible]
jn

c.c. F. L. Odom
211 U. S. Bank Building
Salem, Oregon

October 3, 1933

Hal E. Hoss, Secretary of State
Capitol

Dear Sir:

This is to acknowledge receipt of your letter of September 30 forwarding three copies of the notice of claim for materials furnished in the amount of $81.08 against the bond of F. L. Odom, principal, and Hartford Accident & Indemnity Company, surety, for the construction of the John Day River Bridge near Astoria, contract No. 1463.

One copy of such notice has been forwarded to the contractor, one to the surety, and the third copy is being retained for our files.

Yours very truly

Secretary

RBG
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

September 30, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

The Sherwin-Williams Company has today filed a notice of claim for materials furnished in the amount of $81.08 against the bond taken from F. L. Odom, principal, and Hartford Accident & Indemnity Company, surety, for work on the John Day River Bridge near Astoria, State Highway contract No. 1463.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

To:
Mr. Hal E. Hoss,
Secretary of State,
State of Oregon,
Salem, Oregon

Notice is hereby given that the undersigned, The Sherwin-Williams Co. has a claim for Paint (Oregon State Highway Specification) and Brushes in the sum of $81.08, against the Bond taken from Hartford Accident and Indemnity Company for whom Jewett, Barton & Leavy, John Kern Company, are the Resident Agents with offices in the Lewis Building, Portland, Oregon, for the work of Construction of the John Day River Bridge near Astoria by F. L. Odom in connection with State Highway Contract #1463.

THE SHERWIN-WILLIAMS CO.
of Oregon

By B. E. La Chance
Cashier

Endorsed: File No. 2310
Filed September 30, 1933
HAL E. HOSS,
Secretary of State

FORM B-E-1 4000 3M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Mr. R.H.B.

H-4

September 28, 1933.

Mr. C. C. Hockley
State Engineer
Public Works Administration
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

When in your office the other morning, I learned that the information which we sent you in reference to the John Day River Bridge was pertinent to the wrong structure. The John Day River plans sent you were for a crossing of the John Day River in Clatsop County, the location being about six miles east of Astoria on the Lower Columbia River Highway whereas the bridge concerning which you made inquiry is located between Sherman and Gilliam Counties at a point just above the junction of the John Day and the Columbia Rivers. I am very sorry that we misunderstood your original inquiry, and hope the delay has not inconvenienced you.

I am sending you under separate cover plans for the John Day River bridge in Eastern Oregon which will doubtless give you the information you desire.

The three center piers rest on piling having an average penetration of 31 feet. Piers No. and 5 are on rock. Ordinarily high water elevation will come to about the bottom of the pier caps whereas extreme high water will cover a portion of the bottom chords of the steel trusses. This high water is back water from the Columbia River.

As regards the placement of a dam immediately above this bridge, the position of the State Highway Commission would be about as follows:

1. We would rather not see any construction of this kind so close to our bridge because of the possibility of damage to our structure, should the dam give way, turning loose a bunch of logs against the chords of our bridge.

2. The State Highway Commission would probably not be in position to protest construction of this kind if such construction is necessary or desirable for the development of industry in this locality.

3. In any event, however, we would feel warranted in insisting that the type of construction used be such as to safeguard our interests to the greatest possible extent. Of course, in the event of any injury to our structure, any company operating a dam of this character would have to respond in damages; however, if such a company were not financially able to do so this wouldn't mean much.

I trust the above information is sufficient for your purpose. If not, we shall be glad to furnish any further material you desire.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

121-a

September 26, 1933.

Mr. C. C. Hockley
State Engineer for Oregon
Public Works Administration
Portland, Oregon.

NOTED

Dear Sir:

This is in reply to your letter of September 20, with reference to foundation conditions, clearances, etc., at the bridge over the John Day River in Clatsop County.

We are attaching hereto a set of the plans for this bridge which will give you the information desired as to clearances and water levels.

The streambed at the bridge site is quite soft. We drove piling at the center pier to an elevation of minus 70 and did not find anything which could be classified as anywhere near solid. This vicinity has undoubtedly been filled in by silt and very fine sand deposit by the Columbia River to an unknown depth.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:AP

Hockley letter of 9/20/33
filed in Bridge Dept

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS
STATE ADVISORY BOARD

Portland, Oregon
September 25, 1933

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Commission,
Salem, Oregon

Dear Mr. Baldock: Subject: Chee Lumber Co.

The Chee Lumber Co. have a franchise for driving and holding logs on the John Day River, and now propose to erect a concrete dam about (   ) feet above the river mouth.

This is above the Highway and Railway Bridge.

Will you please let me know whether permission must be given by your department before this construction is started.

Would also appreciate any information you can give me about foundations at that point.

Thanking you for this information, I am

Yours very truly,

C. C. Hockley
State Engineer for Oregon
Public Works Administration

CCH-D

RECEIVED
SEP 26 1933
OREGON
STATE HIGHWAY COMMISSION

#1463

121-

September 11, 1933

Mr. W. H. Elliott
4958 Brooklyn St. S. E.
Portland, Oregon

Dear Sir:

We are correcting our records to show that your claim against F. L. Odom is $85.00 instead of $8.50.

This is in conformance with your letter of September 8.

Very truly yours

Secretary

HBG:AJ

4536 Brooklyn st S.E.
Portland Ore
Sept 8. 33

State Highway com-

Gentlemen

I am in receipt of a letter from you acknowledging $3.50 against F. L. Odom contractor on the John Day Bridge near Astoria.

I sent you a copy of the bill I sent Mr Odom which you will notice is for hauling Pile Driver, rate $3.50 per hour, and the time was 18 hours which made the bill $63.00 instead of $3.50.

I went to see Jewett Barton & Leavy as you suggested but they seem to know nothing of it.

Very truly yours

W. H. Elliott

URE

POST OFFICE BUILDING
PORTLAND, OREG.

, 1933.

CEIVED
UG 25 1933
OREGON
GHWAY COMMISSION

iles an

t agreement

Aid project.

yours,

gineer

field

ifield
gineer.

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore. E. 121.

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
AUG 25 1933
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By Canfield
L. C. Canfield
Highway Engineer.

Encl.

Appr 14739

Oregon Federal Aid Project No. E-121.

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on May 12, 1933, by the Oregon State Highway Commission, and on June 8, 1933, by the Acting Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon Federal Aid Project No. E-121; and

WHEREAS, direct credit is not required because of the fact that the limitation of Federal funds payable per mile does not apply on an Emergency Construction Highway project; and by reason thereof the said State Highway Commission has requested that paragraph (c) of Article III be stricken out:

NOW, THEREFORE, It is hereby mutually agreed by and between the Oregon State Highway Commission and the Secretary of Agriculture that the said project agreement be amended as follows:

Paragraph (c) of Article III shall be and is hereby stricken out.

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute project agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 31st day of July, 1933, and the Secretary of Agriculture on the 11 day of August, 1933.

OREGON STATE HIGHWAY COMMISSION

By Les Scott
Chairman, State Highway Commission

By ____________________
Member, State Highway Commission

By C.C. Washburne
Member, State Highway Commission

Secretary of Agriculture.

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

Oregon Federal Aid Project No. E-1[illegible].

#1463

121-a

CK, SAND CEMENT
DOMESTIC A SMITHING COAL
BUILDERS' SUPPLIES

BROOKFIELD COMPANY

WATERFRONT, AT 32ND STREET

ASTORIA, OREGON,

RECEIVED
AUG 21 1933
OREGON
STATE

August 19, 1933

Hartford Accident & Idemnity Co.
c/O Jewett, Barton & Leavy
Lewis Bldg.
Portland, Oregon

Gentlemen:

We herewith make formal claim against you as the bonding company backing F. L. Odom on the John Day Bridge job under contract with the State Highway Commission of Oregon for all claims due us for materials, labor and services performed to date and those to be further incurred.

We are enclosing a statement as of July 21, showing a balance due us of $ 5,640.34 plus a retained amount of $ 995.34, which according to our agreement is now also due. On July 31 we received $ 2,000.00 to apply on this account. We further have an indirect claim of $ 120.00 due from A. Young & Sons, who furnished and erected the structural steel.

Since July 21 we have furnished materials and labor and it is very evident that we will be called on for considerable more before the work is completed.

Therefore we ask that in event you are making payments on this job that we may have the amount due us forwarded at your earliest convenience.

Very truly yours,

BROOKFIELD COMPANY

By G. F. Anderson

#1463

125a

July 26, 1933

Hartford Accident & Indemnity Company
% J. H. Van Tassel
720 California Street
San Francisco, California

Gentlemen:

Mr. F. L. Odom, contractor of this city, handed me Form of Assignment whereby he assigns all moneys due or to become due in connection with Contract No. 1463 for the construction of a bridge over the John Day River in Clatsop County near Astoria, to the Hartford Accident & Indemnity Company. The form of the assignment submitted by Mr. Odom was not in conformance with that required by the State Highway Commission and the Secretary of State. Therefore we could not accept it. Mr. Odom was so advised and while he was in the office he signed our standard form of assignment whereby all moneys under such contract are to be paid to your company. Copy thereof is inclosed for your information.

Hereafter all moneys due and payable to Mr. F. L. Odom in connection with Contract No. 1463 will be mailed direct to you, in conformance with the provisions of this assignment. Kindly advise us if you approve of this assignment without prejudice to the bond.

Very truly yours

Secretary

HBG:jn
c.c. Mr. F. L. Odom, Salem, Oregon

c.c. Messrs. Jewett, Barton and Levy
Lewis Building
Portland, Oregon

ASSIGNMENT.

KNOW ALL MEN BY THESE PRESENTS:

That, Whereas, F. L. Odom of Salem, Oregon, did on February 1st, 1933, enter into an agreement with the State of Oregon for the construction of a bridge over John Day River on the Columbia River Highway about four miles east of Astorie, Oregon, and

Whereas, the Hartford Accident and Indemnity Company executed for the said F. L. Odom their bond in the penal sum of Fifty Thousand and no/100 Dollars ($50,000.00) covering the construction of said bridge, and

Whereas said F. L. Odom is unable at present to meet pay rolls, outstanding accounts for materials used in the construction of said bridge and it is necessary for the said Hartford Accident and Indemnity Company under their bond to advance certain funds for said purposes.

Now, Therefore, in consideration of the premises the said F. L. Odom does hereby assign to the said Hartford Accident and Indemnity Company the sum of Five Thousand Thirty four and 08/100 Dollars ($5034.08) due on work completed to July 12th, 1933, and all other sums unpaid and due from the State of Oregon and/or the Oregon State Highway Commission in connection with the construction of said bridge with authority to said Hartford Accident and Indemnity Company to receipt in full for said payments and execute any necessary releases.

F L Odom

ACCEPTED:

OREGON STATE HIGHWAY COMMISSION,

By ____________________

121-a

July 27, 1933.

J. H. Van Tassel,
Surety Claims Attorney
Hartford Accident and Indemnity Co.
720 California Street
San Francisco, California

Dear Sir:

This acknowledges receipt of your letter of the 25th instant regarding assignment given by F. L. Odom to the Hartford Accident and Indemnity Company of all moneys due or to become due Mr. Odom in connection with his John Day River Bridge contract in Clatsop County.

I believe that I answered your inquiry satisfactorily in my letter of July 26th relative to this matter in which I advised you that the form of assignment presented was not satisfactory and that Mr. Odom had signed one of our standard forms in lieu thereof, copy of which form I enclosed with my letter.

We are pleased to know that you are taking care of claims outstanding against this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

ESIDENT

JAS. L.D KEARNEY
VICE PRESIDENT AND GENERAL MANAGER

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, 720 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA

SURETY CLAIMS DEPARTMENT
J. H. VAN TASSEL, ATTORNEY

JOY LICHTENSTEIN
VICE-PRESIDENT

July 25, 1933

Mr. H. B. Glaisyer, Secretary,
Oregon Highway Commission,
Salem, Oregon.

Dear Sir:

Bond 1077990 - SF-2397
Principal: F. L. ODOM
Obligee: STATE OF OREGON

- - - - - - - - -

As you are no doubt aware, Mr. F. L. Odom is having some difficulty from a financial standpoint, and it has been necessary for us to advance funds in order to meet his payrolls. As a consequence, we have taken and have asked him to present to you a form of assignment of the payment that comes due in the next day or so, and of all future payments on this job. It is our intention to distribute these funds to the various labor and materials claimants. I hope this meets with your approval and that you can accept the assignment.

I also asked Mr. Odom to speak to you relative to the extension of time of the contract. He states that this has been presented to the Commission, but that they have not thus far met.

Yours very truly,

H Van Tassel

J. H. VAN TASSEL
SURETY CLAIMS ATTORNEY

JHV:q

63

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 19, 1933

RECEIVED
JUL 20 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In accordance with our letter of June 21, 1933, you advised on June 27 that you desired to eliminate the direct credit of $782.48 of Federal Aid funds on Oregon E-121. ~~The~~ third voucher for this project was accordingly recommended for payment by eliminating the previous payment shown on the first voucher of the amount mentioned.

We are now advised, however, that as the agreement as executed provides for this direct credit, it is not felt that the elimination of the credit should be made until the agreement is amended to provide therefor. The voucher has accordingly been passed for payment in the sum of $12,955.85.

It will accordingly be necessary to carry this direct credit until the agreement has been modified. Such action has been requested.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

J - 13

#1463
128-a

July 18, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of July 15 enclosing copies of notice of claim filed by Chas. R. McCormick Lumber Company against State Highway Contract No. 1463 which was awarded to F. L. Odom for the construction of a bridge over John Day River near Astoria on the Columbia River Highway in Clatsop County.

Copies of the notice are being forwarded to the contractor and his surety.

Very truly yours

Secretary

AJ

July 18, 1938

Hartford Accident & Indemnity Company
℅ Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Chas. R. McCormick Lumber Company against F. L. Odom to whom the State Highway Commission awarded the contract for the construction of a bridge over John Day River near Astoria on the Columbia River Highway in Clatsop County.

The amount of the claim is $12,001.53 and is for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc F. L. Odom
U. S. National Bank Bldg.
Salem, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 18 1933
OREGON

July 15, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

There was filed in this office today, a notice of claim by the Chas. R. McCormick Lumber Company for materials furnished in the amount of $12,891.33 against the bond taken from Hartford Accident & Indemnity Company for work on the John Day River Bridge.

A copy of this notice is enclosed for your information and files together with two additional copies, one of which may be forwarded if desired, to the principal in the bond covering the contract and one to the surety.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

CHAS. R. MC CORMICK LUMBER CO.
of Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

July 14, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Chas. R. McCormick Lumber Co., has a claim for treated and untreated materials - $12,891.33 - against the bond taken from Hartford Accident & Indemnity Co. for work on John Day River Bridge, near Astoria.

Very truly yours,

CHAS. R. MC CORMICK LUMBER CO.
COLUMBIA RIVER BRANCH

By C. W. Phellers,
Auditor

CWP.k

Endorsed: File No. 2275
Filed July 15, 1933
HAL E. HOSS,
Secretary of State

#1463

121a

July 10, 1933

Hartford Accident & Indemnity Company
C/o Jewett, Barton & Leavy, John Kern Co.
Lewis Building
Portland, Oregon

Gentlemen:

We are attaching hereto a copy of a letter which we received from Mr. G. L. Shaw stating that F. L. Odom is indebted to him in the sum of $12.00 for hauling men to and from the job in connection with Mr. Odom's contract No. 1463 which was awarded to him for the construction of the bridge over the John Day River near Astoria.

This information is given you as you appear as surety on the bond furnished in connection with this contract.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - F. L. Odom,
211 U. S. National Bank Bldg.,
Salem, Oregon

July 10, 1933

Mr. G. L. Shaw
4544 N. E. 25th Ave.,
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 6th advising that Mr. F. L. Odom owes you $12.00 for hauling men to and from the job in connection with contract No. 1465 which was awarded to him for bridge construction over the John Day River near Astoria on the Columbia River Highway.

I would suggest that you take this matter up with the surety company which furnished the bond for Mr. Odom in connection with this work. This bond was written by the Hartford Accident and Indemnity Company, for whom Jewett, Barton and Leavy, John Kern Company, are the Resident Agents with offices in the Lewis Building, Portland, Oregon. This bond was furnished for the protection of claims against the projects and it may be that you can secure some satisfaction by communicating with the agent of the bonding company.

In accordance with our usual practice we are today calling this matter to the attention of Mr. Odom and the bonding company.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Portland to the Bridge So will you Please notify Mr adam to pay me as I have writen him and his Foreman Ed Reppell and have no reply as will you be Kind enough to tell me what Steps to take to colect this money With out any truble as the money is all I want and no truble I no you cant give him final Estimate with out Standing bills against him I Will be thankfull to you for any thing you can do for me

Yours truly
G L Shaw
4544 N E 25th ave
Portland ore

#1463

121-a

June 30, 1933

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Attention of Mr. C. H. Phillips, Auditor

Gentlemen:

With reference to your letter of June 27 regarding F. L. Odom contract for the construction of the bridge over John Day River near Astoria.

The bond furnished by Mr. Odom in connection with this work was written by the Hartford Accident & Indemnity Company for which Jewett, Barton & Leavy are agents, with offices in the Lewis Building, Portland.

The contract referred to is State Highway Contract No. 1463. The description is as follows: Construction of Bridge over John Day River near Astoria on Columbia River Highway in Clatsop County.

Very truly yours

Secretary

HBG:AJ

[illegible] SEATTLE NE[illegible]RK PHILADELPHIA LOS ANGELES [illegible]DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST. HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

June 27, 1933.

The Hon. Hal E Hoss, Secy State
Salem, Oregon.

Dear Sir:

We are desirous of filing claim with the State covering Creosoted lumber furnished F L Odom on the John Day River Bridge. Please furnish us with the name of Surety so that we will be in a position to file claim with you.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,
Auditing Dept.

By C W Phillips
Auditor.

CWP-N

Respectfully referred to State Highway Commission

STATE DEPARTMENT

—— STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E. 121

June 28, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer.

Encl.

Hwy- 14739

Form P. R. 2

State Oregon

Project No. E-121

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of May, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 16th day of February, 1925, a project statement, which was approved by the Secretary on the 4th day of April, 1925, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 27th day of January, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-one thousand, two hundred seventy-eight and 26/100 dollars ($21,278.26) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by (Include amount, date, and citation of act of legislature by which authorized) Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Bridge over the John Day River
Between survey station 277+00 in the N.W.¼ Sec. 24, T. 8 N., R. 9 W., and survey station 292+26.9 in the N.E.¼ Sec. 23, T. 8 N., R. 9 W.

, length 0.289 of a mile~~s~~, in Clatsop County, being ~~Section~~ ~~of~~ Oregon Federal Aid project No. E-121, consisting of ~~miles of roadway and~~ one bridges/~~each~~ of more than 20 feet clear span, 0.289 of a mile in length., known locally as the John Day River Bridge section of the Columbia River Highway, between official control points Astoria and Portland.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The Highway Department hereby agrees that within a reasonable time after completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project, additional surfacing of a dustless and durable type adequate to meet present and future traffic needs and conditions thereon.

(c) As a result of the construction of the project covered by this agreement, there will be eliminated from Oregon Federal Aid Project No. 121, 0.042 of a mile of roadway which was constructed at an actual cost of $1,737.34, of which $782.48 was paid from Federal Aid funds. There shall be charged against the first voucher submitted by the State for work performed hereunder the sum of $782.48, heretofore paid as Federal aid on account of the abandoned mileage on Oregon Federal Aid Project No. 121.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ .... ~~of~~ said project shall not in any event exceed the sum of twenty-one thousand, two hundred seventy-eight and 26/100 dollars ($21,278.26), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifty-nine thousand, one hundred six and 30/100 dollars ($59,106.30), the approved total estimated cost of ~~Section~~ .... ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 5th day of June, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By E. B. Washburn

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. G. Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-121, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 59,106.30 as the total estimated cost of said project, and the sum of $ 21,278.26 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 8th day of June, one thousand nine hundred and thirty-three.

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4820

June 27, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to the inquiry contained in your letter of June 21st, concerning Project E-181, please be advised that it is our desire to eliminate the direct credit of $702.46 of federal aid funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/HR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Further consideration has been given to Oregon Emergency Construction Highway Project E-121, and decision reached that direct credit need not be taken from the abandoned portion because for Emergency Construction Highway Projects the limitation of Federal Aid Funds per mile is lifted by the Emergency Relief and Construction Act of 1932.

We have accordingly been advised to notify you that a change in the agreement to eliminate the direct credit of $782.48 is in order, if so desired by you. As the project agreement has not yet been executed by the Secretary of Agriculture, it is our understanding that the change may be accomplished without modification if we are promptly advised. The only action necessary on your part is to advise us of your wishes. If the direct credit is eliminated, "Previous Payments" on the next voucher should be decreased in the amount of $782.48.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 21, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Further consideration has been given to Oregon Emergency Construction Highway Project E-121, and decision reached that direct credit need not be taken from the abandoned portion because for Emergency Construction Highway Projects the limitation of Federal Aid Funds per mile is lifted by the Emergency Relief and Construction Act of 1932.

We have accordingly been advised to notify you that a change in the agreement to eliminate the direct credit of $782.48 is in order, if so desired by you. As the project agreement has not yet been executed by the Secretary of Agriculture, it is our understanding that the change may be accomplished without modification if we are promptly advised. The only action necessary on your part is to advise us of your wishes. If the direct credit is eliminated, "Previous Payments" on the next voucher should be decreased in the amount of $782.48.

Very truly yours,

W. H. LYNCH
District Engineer

121-a

June 16, 1933.

Mr. R. H. Baldock

I am attaching herewith communication under date of May 19, over the signature of Mr. Floyd Lindberg. You will note that Mr. Lindberg asks for reimbursement to cover the expense of towing his log rafts through the John Day River Bridge.

The situation is briefly as follows:

The old bridge has been in such a dilapidated condition that it has been impossible to open or close it for the last two or three years. This matter was taken up with the War Department as you doubtless recall, and they stated that we would be compelled to open the bridge or else make the necessary reimbursement to the water traffic for any extra cost involved in rehandling the logs by means of a small boat from their point of origin to a point below our structure. In accordance with this general agreement, we have made reimbursement to several parties during the past two or three years.

In this particular instance, Mr. Lindberg has asked for a reimbursement of $35.00 per tow. I sent Mr. Ricketts down to inverview him, and finally got him to agree to a price of $25.00.

I am attaching herewith bill in the amount of $65.00 which covers two tows at $25.00 per raft and also the towing of three sets of boom sticks at $5.00 per set, the total amount being therefore $65.00. I have deleted the $15.00 item as I do not feel we should pay for the towing of the boom stocks because these boom sticks are always towed in with a small boat which could get under our present structure in any case.

I have therefore approved this bill in the amount of $50.00, and recommend that the same be allowed.

C. B. McCullough

CBM:AP
cc Mr. Glaisyer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
JUN 12 1933
OREGON
HIGHWAY COMMISS

June 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As mentioned in our letter of May 2, the $782.48 credit taken on Oregon Emergency Construction Highway Project E-121 for eliminated mileage should be considered as a previous payment.

The previous Federal Aid Funds payment shown by the voucher submitted in the amount of $9,672.52 is $2,697.95. This should be $3,480.43.

The voucher has been recommended for payment in the reduced amount of $8,890.04. Please note this correction when preparing the next voucher.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

9672.52
8890.04
782.48

J 10

May [illegible], 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the John Day River Bridge, Project No. B-121.

In accord with the request contained in your recent letter, sheet No. 3 of the plans has been revised to show the correct station limits for the end of the original pavement and four blueprint copies of this sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/OS

Encl.

[illegible] WASHBURNE, [illegible]
E. B. ALDRICH, [illegible]

H. B. GLAISYER [illegible]

R. H. BALDOCK

124-a

OREGON STATE HIGHWAY COMMISSION

May 15, 1933

Mr. Frank C. Hesse
Attorney at Law
818 Commercial Street
Astoria, Oregon

Dear Sir:

Immediately upon receipt of your letter we gave instructions to the Contractor to alleviate the condition on the John Day Bridge detour. Please advise me if the condition is now satisfactory or otherwise.

Thanking you for calling this matter to our attention, I remain

Yours very truly

RHB:MC

State Highway Engineer

12-38

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Frank C. Hesse
Attorney at Law
515 Commercial Street
Astoria, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of May 9 in which complaint is made regarding the detour provided by the contractor who is performing the construction of the bridge over the John Day River east of Astoria. Your letter is being referred to the State Highway Engineer for his information and action as he may deem advisable.

Very truly yours

HBG
Secretary

HBG:n
c.c. Mr. Baldock ✓

HESSE & FRANCISCOVICH
ATTORNEYS AT LAW
515 COMMERCIAL STREET
ASTORIA, OREGON

FRANK C. HESSE
F. M. FRANCISCOVICH

MAY 9, 1933

RECEIVED
MAY 10 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem, Oregon

Gentlemen:

I live about a mile east of the John Day Bridge, which is now in the progress of being rebuilt, and hence have to go daily over the temporary detour built by the contractor. The plank roadway which the contractor has laid is in such terrible condition, some of the planks being out, ends of planks at times sticking up, and the mud slopping through between the cracks of the planks when you are driving over it, to the extent that it practically ruins the paint job of a car which is obliged to go over it frequently.

I understand that the contractor's contract with you provides that he must build a roadway or detour on elevated pilings so the same is more than a mere temporary structure but will serve some of the people living in the vicinity in order to get in and out of their places. No pilings whatsoever were driven, merely loose dirt was hauled in and planks on stringers laid over it, the result of it being about the messiest job I have ever seen.

Some of our friends practically refuse to come out to our house on account of this messy condition, and yesterday even a physician expressed himself to the effect that unless it was a case of life and death he would refuse to go over this detour.

I trust that you will give this matter your attention so some of us residents in the neighborhood and the general public at large going to the beaches over the weekend will not be discommoded any longer than necessary.

Sincerely yours,

Frank C Hesse

FCH K

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

May 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith four copies each of the first and second vouchers submitted on Oregon Emergency Construction Highway Project E-121.

It is necessary that the credit for Federal Aid funds paid on eliminated mileage be taken on the first voucher. It is considered a previous payment and is shown as such on the first voucher.

Although the attached vouchers might have been recommended for payment by making a reduction of the first voucher and by juggling the funds claimed by the second voucher, we are suggesting that one voucher be submitted for the period February 3 to April 22 claiming the amounts shown by the pencil notations made on one of the copies of the second voucher. In this way any question regarding the credit taken on this project will be avoided.

As the original project was without section designation, further use of "Section A" designation should not be made.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

[illegible]
MAY [illegible]

rm approved by
mptroller General U. S.
September 16, 1929

IGI)

Vou. No. ....

No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION: (3x407.1) "Cooperative Construction of Rural Post Roads"
(CONSTRUCTION)

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon,
(Insert official or depository named in project agreement)
Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Clatsop No. E-121 Sec. A-2
This voucher for period from March 15, 1933 to April 22, 1933 Contract No. A4pr
Project agreement executed ....; modified ....
Plans, specifications, and estimates recommended by District Engineer ....

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads						
Bridges	$ 9,667.88					
Post Roads		- -	$ 2,697.95	$ 768.24	$ 1,929.71	
Emerg. Constr. Hwy. Funds		64%	6,187.45	1,365.76	4,821.69	
TOTALS	$ 9,667.88		$ 8,885.40	$ 2,134.00	$ 6,751.40	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) J. W. Nash J W Nash
(Title) Assistant Office Engineer
For Oregon State Highway Department
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

....
District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 6,751.40
Differences [herein explained] ....
Approved for.............. $

....
Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ...., dated ...., for $..............................
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State Oregon County Clatsop No. E-121 Sec. A

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	JOHN DAY RIVER BRIDGE UNIT, SVENSEN-ASTORIA SECTION					
	Structure					
	Untreated Piling	296	lin.ft.	$0.28	$ 82.88	
	Creosoted Piling	6,050	" "	0.64	3,872.00	
	Creosoted Lumber	10.7	M-FBM	60.00	642.00	
	Removal of Old Bridge	5%	all	680.00	34.00	
	Maintenance of Traffic	70%	all	950.00	665.00	
					$ 5,295.88	
	Earth Approaches					
	Clearing and Grubbing	100%	lump sum		$ 600.00	
	Excavation, Single Classification	8,200	cu.yds.	0.31	2,542.00	
	Truck Haul	12,300	yd.mi.	0.10	1,230.00	
					$ 4,372.00	
			Total		$ 9,667.88	

STATEMENT OF FUNDS REQUESTED

Item	Total Cost	Federal Aid	Emerg. Constr.
Structure & Approaches	$ 9,667.88	$ 3,480.43	$ 6,187.45
Credit for Fed. Aid paid on eliminated mileage	- -	782.48	- -
	$ 9,667.88	$ 2,697.95	$ 6,187.45

Amount carried forward ....

U. S. GOVERNMENT PRINTING OFFICE [illegible] 8—7181

Form PR-20
Form approved by
Comptroller General U. S.
September 16, 1920

(ORIGINAL)

Vou. No. ....
No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION: (3x407.1) "Cooperative Construction of Rural Post Roads"
(CONSTRUCTION)

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
(Insert official or depository named in project agreement)
Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Clatsop No. E-121 Sec. A-1
This voucher for period from February 3, 1933 to March 14, 1933 Contract No. A4pr
Project agreement executed ....; modified ....
Plans, specifications, and estimates recommended by District Engineer ....

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads						
Bridges	$ 2,134.00					
Post Roads		36%	$ 768.24	--	$ 768.24	
Emerg. Const. Hwy. Funds		64%	1,365.76	--	1,365.76	
TOTALS	$ 2,134.00		$2,134.00	--	$2,134.00	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) J. W. Nash J W Nash
(Title) Asst. Office Engineer
For Oregon State Highway Department
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

W. H. Lynch
District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $2,134.00
Differences [herein explained] ....
Approved for .... $

Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ...., dated ...., for $....................
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State Oregon County Clatsop No. F-121 Sec. A

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	JOHN DAY RIVER UNIT					
	Earth Approaches					
	Clearing and Grubbing	95%	all	$600	$ 570.00	
	Excavation, Single Classification	3,400	cu.yd.	0.31	1,054.00	
	Truck Haul	5,100	yd.mi.	0.10	510.00	
					$ 2,134.00	

WASHINGTON OFFICE COPY

Stencil No. 19-A
P.R. 22 Rev.

COMBINED ESTIMATE

WASHINGTON OFFICE COPY

Stencil No. 19-A
P.R. 22 Rev.

COMBINED ESTIMATE

OREGON E.C. Hwy. Project No. E.121 Sec. A

Plans recommended by D. E. 1-27-33 Date of beginning work 2-3-33
Project agreement executed
Date of contract
Contractor F.L. Odom

Estimated Cost	E.C.H.F.	Federal Aid	Ratio: F.A.	E.C.H.F.
$59,106.30	$37,828.04	$20,495.78	34.67+%	64%

This combined estimate is based on project agreement estimate dated 4/12/33, which is extended at low bid contract prices.

EMERGENCY WORK-- JOHN DAY RIVER BRIDGE UNIT

Structure

900 lin. ft.	Untreated Piling	$ 0.28	$ 252.00
12,400 lin. ft.	Creosoted Piling	0.64	7,936.00
5 M-FBM	Untreated Lumber	25.00	125.00
160 M-FBM	Creosoted Lumber	60.00	9,600.00
42 cu. yds.	Class "A" Concrete	15.00	630.00
420 cu. yds.	Class "D" "	11.00	4,620.00
100,000 lbs.	Metal Reinforcement	0.0415	4,150.00
148,000 lbs.	Structural Steel	0.05	7,400.00
10,000 lbs.	Machinery	0.155	1,550.00
1,450 lin. ft.	Handrail	3.00	4,350.00
All Required	Removal of Old Bridge,		680.00
All "	Maintenance of Traffic		950.00
			42,243.00

Earth Approaches

All Required	Clearing and Grubbing		600.00
22,000 cu. yds.	Excavation, single classifica.	0.31	6,820.00
33,000 yd. mi.	Truck Hauls	0.10	3,300.00
200 cu. yds.	Base Course Surfacing	2.50	500.00
100 cu. yds.	Top Course Surfacing	2.50	250.00
50 cu. yds.	Filler	0.30	15.00
50 yd. mi.	Filler Haul	0.10	5.00
			$11,490.00

Sub-Total	$53,733.00
10% Engineering and Contingencies	5,373.30
Total	$59,106.30

Stencil No. 19-A
P.R. 22 Rev.

COMBINED ESTIMATE

OREGON E.C. Hwy. Project No. **E.121** Sec. **A**

Plans recommended by D. E. **1-27-33** Date of beginning work **2-3-33**
Project agreement executed
Date of contract
Contractor **F.L.O[illegible]**

Estimated Cost	E.C.H.F.	Federal Aid	Ratio: F.A.	E.C.H.F.
$59,106.30	**$37,828.04**	**$20,495.78**	**34.67+%**	**64%**

This combined estimate is based on project agreement estimate dated 4/12/33, which is extended at low bid contract prices.

EMERGENCY WORK-- JOHN DAY RIVER BRIDGE UNIT

Structure

900 lin.ft.	Untreated Piling	$ 0.28	$ 252.00
12,400 lin.ft.	Creosoted Piling	0.64	7,936.00
5 M-FBM	Untreated Lumber	25.00	125.00
160 M-FBM	Creosoted Lumber	60.00	9,600.00
42 cu.yds.	Class "A" Concrete	15.00	630.00
420 cu.yds.	Class "D" "	11.00	4,620.00
100,000# lbs.	Metal Reinforcement	0.0415	4,150.00
148,000 lbs.	Structural Steel	0.05	7,400.00
10,000 lbs.	Machinery	0.155	1,550.00
1,450 lin. ft.	Handrail	3.00	4,350.00
All Required	Removal of Old Bridge,		680.00
All "	Maintenance of Traffic		950.00
		$	42,243.00

Earth Approaches

All Required	Clearing and Grubbing		600.00
22,000 cu.yds.	Excavation, single classifica.	0.31	6,820.00
33,000 yd.mi.	Truck Haul	0.10	3,300.00
200 cu.yds.	Base Course Surfacing	2.50	500.00
100 cu.yds.	Top Course Surfacing	2.50	250.00
50 cu.yds.	Filler	0.30	15.00
50 yd.mi.	Filler Haul	0.10	5.00
			$11,490.00

Total	$53,733.00
10% Engineering [illegible] ngencies	5,373.30
	$59,106.30

May 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are two copies of agreement for Oregon Emergency Construction Highway Project E-121, John Day River Bridge section of the Columbia River Highway. We are also enclosing one copy each of approved estimate, proposal form including general specifications, and specifications for diatomaceous silica.

That portion between Sta. 279+03.3 and Sta. 281+25 as given on the estimate (or Sta. 281+23.3 on the plans) is eliminated by this improvement. The end of the existing pavement (Sta. 281+25) is apparently incorrectly shown on sheet 3 of the plans. We assume that this is the old stationing but as platted it does not take into account the equation at Sta. 279+03.3. As indicated on the plans the abandoned portion of the pavement is more than 400 feet long, whereas it is actually only a little over 200 feet long.

In view of these apparent discrepancies it is requested that four prints of revised plan sheet be submitted. As the estimate shows the end of the existing pavement at Sta. 281+25, it is requested that this stationing be used on the revised plan sheet.

As advised in our letter of even date concerning vouchers, this project is E-121 without section designation.

Very truly yours,

W. H. LYNCH
District Engineer

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

April 14, 1933

RECEIVED
APR 15 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In your estimate dated February 6, 1933, on Oregon Emergency Construction Highway Project E-121-A, we note that the original length of roadway is given as 8.4505 miles. This is the figure on which payment of the final voucher was made and it is in agreement with our record of the original length of roadway.

We note that from Sta. 279+03.3 to Sta. 281+25 of the original roadway is now to be classified as bridge, which would reduce the original roadway length of 8.4505 miles by 0.0419 mile, to 8.4086 miles. However, your estimate of February 6 states that the revised length of roadway is 8.370 miles. Your estimate of April 12 indicates that the revised length of roadway is 8.4086 miles.

Before we forward this estimate, we would like to clear up this discrepancy in mileage. Will you therefore please advise as to which mileage is correct, with a summary by stations as to how the length is computed.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Talked to Tom Davis
concerning this, at Commission
meeting of 4/19/33

April 12, 1933

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 6th, we are enclosing herewith six copies of revised estimate as basis for project agreement for the John Day River Bridge Section, Project No. E-121-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

April 12, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 6th, we are enclosing herewith six copies of revised estimate as basis for project greement for the John Day River Bridge Section, Project No. E-121-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-121-A

JOHN DAY RIVER BRIDGE UNIT OF THE SVENSEN-ASTORIA SECTION OF THE COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 12, 1933.

STATEMENT OF COMPLETED WORK

Part on which new work is to be done. (Sta. 279+033 to Sta. 821+25. Orig. Plans)

Final Cost on Roadwork	$ 1,737.34
Federal Aid Paid on Roadwork	$ 782.48
Length of Roadwork	0.0419 miles
Cost per mile	$41,463.95
Federal Aid Paid per mile	$18,675.00

Part on which no additional work is to be done:

Final Cost on Roadwork	$348,653.81
Federal Aid Paid on Roadwork	157,030.60
Length of Roadwork	8.4086 miles
Cost per mile	$ 41,463.95
Federal Aid paid per mile	$ 18,675.00

EMERGENCY WORK-JOHN DAY RIVER BRIDGE UNIT

Structure

900	lin. ft.	Untreated Piling	$0.28	$ 252.00
12,400	lin. ft.	Creosoted Piling	0.64	7,936.00
5	M-FBM	Untreated Lumber	25.00	125.00
160	M-FBM	Creosoted Lumber	60.00	9,600.00
42	cu. yds.	Class "A" Concrete	15.00	630.00
420	cu. yds.	Class "D" Concrete	11.00	4,620.00
100,000	lbs.	Metal Reinforcement	0.0415	4,150.00
148,000	lbs.	Structural Steel	0.05	7,400.00
10,000	lbs.	Machinery	0.155	1,550.00
1,450	lin. ft.	Handrail	3.00	4,350.00
All Required		Removal of Old Bridge		680.00
All Required		Maintenance of Traffic		950.00
				$ 42,243.00

Earth Approaches

All Required		Clearing and Grubbing		$ 600.00
22,000	cu. yds.	Excavation, Single Classif.	$0.31	6,820.00
33,000	yd. mi.	Truck Haul	0.10	3,300.00
200	cu. yds.	Base Course Surfacing	2.50	500.00
100	cu. yds.	Top Course Surfacing	2.50	250.00
50	cu. yds.	Filler	0.30	15.00
50	yd. mi.	Filler Haul	0.10	5.00
				$ 11,490.00
		Sub-total		53,733.00
		10% Engr. & Cont.		5,373.30
		Total		$ 59,106.30

Length of Structure	721.08 ft.	0.136 miles
" " Earth Approaches	805.82 "	0.153 "
Total length, John Day River Unit	1,526.90 ft.	0.289 miles
Revised length of Project		8.697 miles

Regular Federal Aid Funds Requested	$20,495.78
Credit for Federal Aid Funds paid on eliminated mileage	782.48
Emergency Construction Hwy. Funds Requested	37,828.04
	$59,106.30

State Funds for Construction: Chap. 175, laws 1917: Chap. 31, laws 1920.
" " " Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
APR 7 1933
OREGON
STATE HIGHWAY COMMISSION

April 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to project agreement estimate for Oregon project E-121-A, John Day River Bridge.

The section to be constructed under the emergency project begins at Sta. 279+03.3 (= 277+00 new), while the original project was constructed as far as Sta. 281+25. This eliminates 0.042 miles of the original project for which a direct credit will have to be taken, since Federal Aid was paid at the maximum allowable rate per mile.

Will you please submit a revised estimate showing the completed work, which should be divided as indicated in the sample estimate attached to Mr. MacDonald's memorandum of August 17, 1933.

The amount of Federal Aid paid on road work on the "part on which new work is to be done" will be the amount for which direct credit is to be taken. Thus the data under the heading "part on which new work is to be done" will cover that portion of the original project between Stas. 279+03.3 (= 277+00 new) to Sta. 281+25.

As preparation of the project agreement will be deferred pending receipt of the revised estimate, these should be submitted as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By JA Elliott
J. A. Elliott
Sr. Highway Engineer

a

RECEIVED
APR 7 1933
OREGON
STATE HIGHWAY COMMISSION

April 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to project agreement estimate for Oregon project E-121-A, John Day River Bridge.

The section to be constructed under the emergency project begins at Sta. 279+03.3 (= 277+00 new), while the original project was constructed as far as Sta. 281+25. This eliminates 0.042 miles of the original project for which a direct credit will have to be taken, since Federal Aid was paid at the maximum allowable rate per mile.

Will you please submit a revised estimate showing the completed work, which should be divided as indicated in the sample estimate attached to Mr. MacDonald's memorandum of August 17, 1933.

The amount of Federal Aid paid on road work on the "part on which new work is to be done" will be the amount for which direct credit is to be taken. Thus the data under the heading "part on which new work is to be done" will cover that portion of the original project between Stas. 279+03.3 (= 277+00 new) to Sta. 281+25.

As preparation of the project agreement will be deferred pending receipt of the revised estimate, these should be submitted as soon as possible.

Very truly yours,

W. H. LYNCH
District Engineer

By
J. A. Elliott
Sr. Highway Engineer

124-a

February 17, 1933

Mr. F. L. Odom
U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We hand you an executed copy of the contract that was recently awarded to you by the State Highway Commission for the construction of a bridge over John Day River on the Columbia River Highway in Clatsop County

This copy is for your records and files.

Very truly yours

Secretary

HBG:AJ

121-a

February 9, 1933

Mr. C. B. McCullough

Mr. J. M. Devers

Gentlemen:

Will you please arrange to attend the hearing and prepare the necessary briefs requested by Major Kuentz?

Very truly yours

State Highway Engineer

RHB:HI

Misc.821/49.1

War Department
U. S. Engineer Office,
Portland, Oregon, February 6, 1933.

NOTICE OF PUBLIC HEARING

The request of the OREGON STATE HIGHWAY COMMISSION for revision of regulations governing the opening of highway bridge across JOHN DAY RIVER, Clatsop County, Oregon, at a location about ONE MILE ABOVE ITS MOUTH, will be considered at a public hearing on the subject, to be held by the undersigned at room 321, Customhouse, Portland, on Monday, February 20, 1933, at 1:30 o'clock, p. m.

All interested parties are invited to be present or to be represented at the above time and place, particularly navigation interests and the officials of any county, city, town, or local association whose interests may be affected by the proposed revision. They will be given an opportunity to express their views upon the practicability of adopting the proposed regulations and to suggest changes that may be deemed desirable or necessary in the interest of navigation.

Oral statements will be heard, but for accuracy of record all important facts and arguments should be submitted in writing, in quadruplicate, as the records of the hearing will be forwarded for consideration by the War Department. Written statements may be handed to the undersigned at the hearing or mailed to him beforehand.

Existing regulations for operation of the bridge in question, which is to be reconstructed in the near future, require that it be promptly opened for the passage of vessels or other water craft upon the signal of two long blasts of whistle, followed quickly by one short blast of whistle. Proposed revision of regulations consists of a twelve hour notice to be given the owners or local representative of the bridge, in order that an operator be in attendance to open the bridge at the designated time.

Oscar O. Kuentz,
Major, Corps of Engineers,
District Engineer.

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the John Day River Bridge Section, Project No. E-121-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/MR

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-122-A

JOHN DAY RIVER UNIT OF THE
SVENSEN-ASTORIA SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, February 6, 1933.

STATEMENT OF COMPLETED WORK

Final Cost on Roadwork	$ 350,391.15
Federal Aid paid on Roadwork	$ 157,813.08
Length of Roadwork, original 8.4505 miles; revised 8.370 miles	
Cost per mile on original length	$ 41,463.95
Cost per mile on revised length	$ 41,862.74
Federal Aid paid per mile, on original length	$ 18,675.00
Federal Aid paid per mile, on revised length	$ 18,854.60

EMERGENCY WORK - JOHN DAY RIVER BRIDGE UNIT

Structure

900	lin. ft.	Untreated Piling	$ 0.28	$ 252.00
12,400	lin. ft.	Creosoted Piling	0.64	7,936.00
5	M-FBM	Untreated Lumber	25.00	125.00
160	M-FBM	Creosoted Lumber	60.00	9,600.00
42	cu. yds.	Class "A" Concrete	15.00	630.00
420	cu. yds.	Class "D" Concrete	11.00	4,620.00
100,000	lbs.	Metal Reinforcement	0.0415	4,150.00
148,000	lbs.	Structural Steel	0.05	7,400.00
10,000	lbs.	Machinery	0.155	1,550.00
1,450	lin. ft.	Handrail	3.00	4,350.00
All Required		Removal of Old Bridge		680.00
All Required		Maintenance of Traffic		950.00
				$ 42,243.00

Earth Approaches

All Required		Clearing and Grubbing		$ 600.00
22,000	cu. yds.	Excavation, Single Classif.	$ 0.31	6,820.00
33,000	yd. mi.	Truck Haul	0.10	3,300.00
200	cu. yds.	Base Course Surfacing	2.50	500.00
100	cu. yds.	Top Course Surfacing	2.50	250.00
50	cu. yds.	Filler	0.30	15.00
50	yd. mi.	Filler Haul	0.10	5.00
				$ 11,490.00

Sub-total	$ 53,733.00
10% Engr. & Cont.	5,373.30
Total	$ 59,106.30

Length of Structure	721.08 ft.	0.136 miles
" " Earth Approaches	805.82 "	0.153 "
Total length, John Day River Unit	1,526.90 ft.	0.289 miles
Revised length of Project		8.659 miles

Regular Federal Aid Funds Requested	$ 21,278.26 (36%)
Emergency Constr. Hwy. Funds Requested	37,828.04
	$ 59,106.30

State Funds for Constr: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Constr.
Hwy. Proj. No. E 121-A

John Day River Unit of the
Svensen - Astoria Section of the
Columbia River Highway in Clatsop County

(Estimate as basis for project agreement. Based on low bid prices.)

Salem Oregon February 1933

Statement of Completed Work

Final Cost on Roadwork	$ 350,391.15
Federal Aid paid on Roadwork	$ 157,818.08
Length of Roadwork, original 8.4505 miles : revised 8.370 miles	
Cost per mile on original length	$ 41,463.95
" " " revised "	$ 41,862.74
Federal Aid paid per mile, on original length	$ 18,675.00
" " " " revised "	$ 18,854.60

Emergency Work - John Day River Bridge Unit

Structure

			$	$
900	lf	Untreated Piling	.28	252.00
12400	"	Creosoted Piling	.64	7,936.00
5	MFBM	Untreated Lumber	25.00	125.00
160	"	Creosoted [illegible]	60.00	9,600.00
42	Cy	Class "A" Concrete	15.00	630.00
420	"	" "D" "	11.00	4,620.00
100,000	lb	Metal Reinforcement	.0415	4,150.00
148,000	"	Structural Steel	.05	7,400.00
10,000	"	Machinery	.155	1,550.00
1,450	lf	Handrail	3.00	4,350.00
As Required		Removal of Old Bridge		680.00
"	"	Maintenance of Traffic		950.00
				$ 42,243.00

Earth Approaches

				$
As Required		Clearing & Grubbing		600.00
			$	
22,000	Cy	Excavation, Single Classif	.31	6820.00
33,000	y-mi	Truck Haul	.10	3,300.00
200	Cy	Base Course Surfacing	2.50	500.00
100	"	Top Course Surfacing	2.50	250.00
50	"	Filler	.30	15.00
50	y-mi	Filler Haul	.10	5.00
				$ 11,490.00

Sub total	$ 53,733.00
10% Engr & Cont	5373.30
Total	$ 59106.30

Length of Structure	721.08 ft	0.136 miles
" " Each Approach	805.82 ft	0.153 "
Total length, John Day River Unit	1526.90 ft	0.289 "
Revised length of Project		8.659 "

Regular Federal Aid Funds Requested	$ 21,278.26 (36%)
Emergency Constr Hwy Funds "	37,828.04
	$ 59,106.30

State Funds for Const: Chap 175, laws 1917: Chap 31, laws 1920
" " " Maint: Chap 41, laws 1927

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-121-A

JOHN DAY RIVER UNIT OF THE
SVENSEN-ASTORIA SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement).

Salem, Oregon, January 20, 1933.

STATEMENT OF COMPLETED WORK

8,450

Final Cost on Roadwork	$ 350,391.15
Federal Aid paid on Roadwork	$ 157,813.00

Length of Roadwork, original 8.407 mi., revised 8.327 mi.
Cost per mile on original length, $41,678.50: on revised length $42,078.21
Federal Aid paid per mile, on original length $18,771.62
" " " " " " revised " $18,951.97

EMERGENCY WORK - JOHN DAY RIVER BRIDGE UNIT

Structure

900	lin. ft.	Untreated Piling	$ 0.35	$ 315.00
12,400	lin. ft.	Creosoted Piling	0.65	8,060.00
5	M-FBM	Untreated Lumber	30.00	150.00
160	M-FBM	Creosoted Lumber	65.00	10,400.00
42	cu. yds.	Class "A" Concrete	18.00	756.00
420	cu. yds.	Class "D" Concrete	16.00	6,720.00
100,000	lbs.	Metal Reinforcement	0.045	4,500.00
148,000	lbs.	Structural Steel	0.055	8,140.00
10,000	lbs.	Machinery	0.25	2,500.00
1,450	lin. ft.	Handrail	3.00	4,350.00
All Required		Removal of Old Bridge		500.00
All Required		Maintenance of Traffic		3,000.00
				$ 49,391.00

Earth Approaches

All Required		Clearing and Grubbing		$ 100.00
22,000	cu. yds.	Excavation, Single Classif.	$0.35	7,700.00
33,000	yd. mi.	Truck Haul	0.15	4,950.00
200	cu. yds.	Base Course Surfacing	2.50	500.00

100	cu. yds.	Top Course Surfacing	$2.60	$ 260.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Filler Haul	0.14	7.00
				$ 13,537.00
		Sub-total		$ 62,928.00
		10% Engr. & Cont.		6,292.80
		Total........................		$ 69,220.80

Length of Structure	721.08 ft.	0.136 miles
" " Earth Approaches	805.82 ft.	0.153 miles
Total length	1526.90 ft.	0.289 miles

Regular Federal Aid Funds Requested	$ 24,919.48 (36%)
Emergency Construction Highway Funds Requested	44,301.32
	$ 69,220.80

January 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans covering the John Day River Unit of the Astoria-Svensen Section, Project E-121-A. Five sets of blueprint plans for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-121-A

9.368

JOHN DAY RIVER UNIT OF THE
SVENSEN-ASTORIA SECTION OF THE
COLUMBIA RIVER HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement).

Salem, Oregon, January 20, 1933.

STATEMENT OF COMPLETED WORK

(8.387 mi)

Final Cost on Roadwork	$ 350,391.15
Federal Aid paid on Roadwork	$ 157,813.00

Length of Roadwork, original 8.407 mi., revised 8.327 mi.
Cost per mile on original length, $41,678.50: on revised length $42,078.91
Federal Aid paid per mile, on original length $18,771.62
" " " " " " revised " $18,951.97

EMERGENCY WORK - JOHN DAY RIVER BRIDGE UNIT

Structure

900	lin. ft.	Untreated Piling	$ 0.35	$ 315.00
12,400	lin. ft.	Creosoted Piling	0.65	8,060.00
5	M-FBM	Untreated Lumber	30.00	150.00
160	M-FBM	Creosoted Lumber	65.00	10,400.00
42	cu. yds.	Class "A" Concrete	18.00	756.00
420	cu. yds.	Class "D" Concrete	16.00	6,720.00
100,000	lbs.	Metal Reinforcement	0.045	4,500.00
148,000	lbs.	Structural Steel	0.055	8,140.00
10,000	lbs.	Machinery	0.25	2,500.00
1,450	lin. ft.	Handrail	3.00	4,350.00
All Required		Removal of Old Bridge		500.00
All Required		Maintenance of Traffic		3,000.00
				$ 49,391.00

Earth Approaches

All Required		Clearing and Grubbing		$ 100.00
22,000	cu. yds.	Excavation, Single Classif.	$0.35	7,700.00
33,000	yd. mi.	Truck Haul	0.15	4,950.00
200	cu. yds.	Base Course Surfacing	2.50	500.00

100	cu. yds.	Top Course Surfacing	$2.60	$ 260.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Filler Haul	0.14	7.00
				$ 13,857.00

Sub-total	$ 62,928.00
10% Engr. & Cont.	6,292.80
Total.........................	$ 69,220.80

Length of Structure	721.08 ft.	0.136 miles
" " Earth Approaches	805.82 ft.	0.153 miles
Total length	1526.90 ft.	0.289 miles

Regular Federal Aid Funds Requested	$ 24,919.48 (36%)
Emergency Construction Highway Funds Requested	44,301.32
	$ 69,220.80

CONTRACT#1464,

SEE:

CONTRACT#1418,

30-1

1264 [illegible]: Contract 1418

CONTRACT #1465

PR 183-A Forest Grove-Hillsboro Sec. 1933

1465

August 15, 1933

Mr. C. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of August 12th, we are enclosing herewith four copies of price agreement number 1, covering the item of Gravel Borrow and Gravel Borrow Haul, in connection with Contract No. 1465 covering work on the Forest Grove Section, project No. E-183-A.

The pouring of the expansion joints, mentioned in your letter, was completed on July 8th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 12, 1933

RECEIVED
AUG 14 1933
OREGON

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to final voucher for Oregon E.C.H.P. E-183-A.

> Please advise us if the expansion joints, mentioned in our letter of June 30, have been poured.

We do not have price agreement No. 1 covering gravel borrow and truck haul on gravel borrow. Please forward these as soon as possible.

The voucher is being held pending receipt of the above information.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

What expansion joint does he refer to ?

Letter of June 30th went to Smith - (not answered)

AUGUST
Tenth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of a resolution executed by the Council of Forest Grove to guarantee that no encroachment will be permitted upon the right-of-way of Project No. E-183 A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

RESOLUTION

WHEREAS, State Highway No. 29 of the State of Oregon, known as the Tualatin Valley Highway, is routed through the City of Forest Grove, Washington County, Oregon, a municipal corporation, and the route officially adopted for said highway by the State Highway Commission traverses the following street or streets, or avenues, of said city; to wit:

From a point on Pacific Avenue approximately 150 feet west of its intersection with 7th Street, easterly and northeasterly across 7th Street to a point on the east corporate limits of Forest Grove, which is approximately 855 feet east and 80 feet north of the intersection of 7th Street and Pacific Avenue.

And, WHEREAS, the State Highway Commission of the State of Oregon is desirous of receiving Federal Aid for the improvement of said highway,

And, WHEREAS, The Bureau of Public Roads of the Department of Agriculture of the United States will not participate in the construction of said highway until and unless the said City of Forest Grove will guarantee by resolution officially adopted by the City Council of said City, that no encroachments will be permitted upon the right-of-way of said highway within the corporate limits of said City, which will permanently obstruct or interfere with the free and convenient flow of traffic over said highway through said City; and will so regulate parking of vehicles on said streets or avenues traversed by said highway that the free, convenient and safe flow of traffic shall not be impeded; and agree not to impose unreasonable limitations of speed upon said highway, nor impose any regulations of traffic which will operate to discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

NOW THEREFORE, IT IS HEREBY RESOLVED by the Common Council of the City of Forest Grove, Washington County, Oregon, that no encroachments will be permitted on the streets and avenues traversed by State Highway No. 29 of the State of Oregon, known as the Tualatin Valley Highway, which will permanently or unduly interfere with the free and convenient

flow of traffic along said highway; and will so regulate the parking of vehicles along said streets and avenues as not to impede the free, convenient and safe flow of traffic; and will not impose any unreasonable limitations of speed upon said highway, nor impose any regulation of traffic upon said highway which shall unduly discriminate against traffic upon said highway by giving undue preference to traffic upon other intersecting streets or avenues.

It being understood that nothing in this resolution of agreement by the City Council shall be construed so as to prevent or impair proper police regulations and the enforcement of all existing ordinances and regulations respecting the use of streets in said City, nor to prevent such temporary obstructions to traffic as may be necessitated by the construction of water or gas mains, sewers and other public improvements, or to preclude the proper use of said highway for the placement of telephone or electric light poles or other public service facilities.

Passed by the Common Council of the City of **Forest Grove**, County, Oregon, this 27th day of Feb 1933.

Attest:

Mayor.

H. G. Bond
City Recorder.

- - - - - - - - - - -

I hereby certify the foregoing to be a true copy of the original resolution passed by the Common Council of the City of **Forest Grove**, **Washington** County, Oregon, on the 27th day of Feb 1933 at the regular meeting of said Common Council.

Dated this 27th day of Feb, 1933.

H. G. Bond
City Recorder.

#1465

183-a

July 14, 1933

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1465 for the construction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County has been completed by the contractors, Saxton & Looney, and that final settlement will be made by the State with said contractors for work done under said contract on or after July 24, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that that the total amount paid the above contractors in connection with this contract will be $12,789.50 including the final payment. Of this amount $107.00 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

J. McF.

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

June 30, 1933.

Mr. R. H. Baldock
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon Emergency Construction Highway Project No. E. 183-~~A~~, Forest Grove Section - Tualatin Valley Highway, was made by a representative of this office on June 21, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer.

RECEIVED
JUL 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

18 ½-a

June 24, 1933

Mr. J. M. Bishop
Office

Dear Sir:

At the request of the city of Forest Grove, the Commission stated that they would pay half of the repair of the 20-foot section of the Tualatin Valley Highway through the city, consisting of patching. Please make an estimate of cost and give data to DeSouza so that he can make an agreement with them with reference to the payment. I suggest that you get a certified check.

Very truly yours

State Highway Engineer

RHB:HI

Form [illegible]

ORE[illegible] STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending June 24, 1933

Section Forest Grove-Hillsboro

Kind of work Grading & Paving

Highway Tualatin Valley

Section prefix 34 PF 183-a

Contractor Saxton & Looney

Contract number 1465

Date of contract Jan 30, 1933

Date of completion June 15, 1933

Date work started May 30, 1933

Estimated date of completion June 15, 1933

Amount of contract $ 12,499.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 12,600.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 915.00, 7.2 %

Date project was completed June 2, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final estimate.

R. A. Furrow
Resident Engineer,
L. W. Franklin
L. W. Franklin

RECEIVED
JUN 26 1933
CONTR[illegible]

AAO

H. G. [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.3	5.3			0.2
Miles partially completed					
Miles completed	0.3	5.3			0.2
Total estimated quantities	1000 c.y.	3300 c.y.			2400 sq y
Estimated quantities moved or placed to date					2370 sq y
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

Washington County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Showers		
Saturday	Showers		

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 10, 1933

JUN 12 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the voucher submitted for Oregon E.C.H.P. E-183-A in the amount of $6,316.23.

The voucher claims payment for 2,900 cu.yds. of Rock Shoulders which the monthly estimate shows was placed between Sta. 0+00 and Sta. 256+00, outside the limits of this project.

This item has therefore been struck from the voucher, and payment is being recommended in the reduced amount of $1,183.23. This will bring the total previous payments from Federal Aid Funds to $2,273.84 and from Emergency Construction Highway Funds to $4,042.39.

Very truly yours,

WHLynch

W. H. LYNCH
District Engineer

6316.23
1183.23
5,133.00

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon E. 183-A

POST OFFICE BUILDING
PORTLAND, OREG.

May 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVE
MAY 25 193
OREGON

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer.

Encl.

Appr 14627

Form P. R. 2

State Oregon

Project No. E-183, Section A.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 7th day of April, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 28th day of September, 1932, a project statement, which was approved by the Secretary on the 20th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 24th day of January, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of

two thousand, seven hundred sixty and 31/100

dollars ($2,760.31) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 256+00 in the NE¼ of Sec.6, T 1 S, R 3 W, W.M., and survey station 266+35 at the intersection of Pacific Avenue and 7th Street in the town of Forest Grove, length 0.196 miles, in Washington County, being Section A of Oregon Federal Aid project No. E-183, consisting of 0.196 miles of roadway and no bridges, ~~such~~ of more than 20 feet clear span, known locally as the Forest Grove Section of the Tualatin Valley Highway between official control points Forest Grove and Hillsboro.

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from "Emergency Construction Highway funds" appropriated by
(Include amount, date, and citation of

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of two thousand, seven hundred sixty and 31/100 dollars ($ 2,760.31), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of seven thousand, six hundred sixty-seven and 55/100 dollars ($ 7,667.55), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1937. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 11th day of ~~March~~ May 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By LMScott

as Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By CEWashburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R. G. Tugwell
Acting Secretary of Agriculture.

CMB

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project No. **E-183-A** State of **Oregon**

Second. That in accordance with said provisions I have approved the sum of $ **7,667.55** as the total estimated cost of said project, and the sum of $ **2,760.31** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 11th day of May, one thousand nine hundred and thirty three.

R. G. Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

FORM 5-A-1 6766 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

183-a

April 12, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Northwest Roads Company,
P. O. Box, #5072,
Portland, Ore.

Gentlemen:

As requested in yours of April 10th, we are attaching sheets Nos. 14-15 and 16 from Forest Grove-Hillsboro specifications which refer to specifications for "Mixed in Transit Concrete". However, it has not been definitely decided to use "Mixed in Transit Concrete" on your Wingville Lane-Baker job. You will be advised within a few days as to what action has been taken in the matter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓
W. C. Williams
~~E. D. Lytle~~

#1465

183-a

March 18, 1933

Union Oil Company
Yeon Building
Portland, Oregon

Attention: C. S. Myer
District Mgr.

Gentlemen:

Reference is made to your letter of March 17th relative to Saxton & Looney's contract for the construction work on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway.

This job is covered by State Highway Contract No. 1465 and is for grading, paving and construction of rock shoulders on this section. The United States Fidelity and Guaranty Company, for whom C. O. Price with offices in the Porter Building, Portland is the resident agent, furnished the bond in connection with this project. The date of completion is June 15, 1933.

Yours very truly
STATE HIGHWAY COMMISSION

MC

Secretary

#1465

LH-6
C-31-B

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon
ATWATER 9521

March 17, 1933

RECEIVED
MAR 18 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: RE: SAXTON & LOONEY

It is our understanding that Saxton & Looney have the contract for the widening of the Forest Grove-Hillsboro Highway.

We anticipate furnishing these gentlemen with petroleum products on this contract and we therefore will appreciate your supplying us with a complete description of the job, the name of the bonding company, its Agent and address, and the approximate date of completion.

We enclose herewith a stamped, self-addressed envelope for your convenience.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C. L. Myer.

District Manager

LH:B

183-a

February 17, 1933

Buxton & Looney
Corvallis
Oregon

Gentlemen:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of the Forest Grove-Hillsboro Section of the Tualatin Valley Highway in Washington County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

February 8, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Forest Grove Section, Project No. E-183-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emergency Construction

Hwy. Proj. No. E-183-A

FOREST-GROVE SECTION OF THE
TUALATIN VALLEY HIGHWAY IN WASHINGTON COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon February 6, 1933.

1,500	cu. yds.	Excavation, Single Classification	$0.47	$ 705.00
140	lin. ft.	12" Concrete Pipe	1.00	140.00
2,350	sq. yds.	Portland Cement Concrete Pavement	2.15	5,052.50
180	lin. ft.	Expansion Joints	0.25	45.00
1,200	lin. ft.	Contraction Joints	0.04	48.00
120	only	Dowels	0.20	24.00
1,000	lbs.	Tie Bars & Reinforcement	.045	45.00
300	cu. yds.	Rock Shoulders	1.77	531.00
380	sq. yds.	Removal of Old Pavement	1.00	380.00
			Sub-total	$ 6,970.50
			10% Engr. & Cont.	697.05
			Total	$ 7,667.55

Length 0.196 miles

Cost per mile $ 39,120.15

Regular Federal Aid Funds Requested $2,760.31 (36%)

Emerg. Constr. Highway Funds 4,907.24

$7,667.55

State Funds for Constr: Chap. 175, laws 1917: Chap. 31, laws 1930

" " " Maint: Chap. 41, laws 1927

Oregon State Highway Department

Emergency Constr.
Hwy. Proj. No E-183-A

Forest Grove Section of the
Tualatin Valley Highway in Washington County

(Estimate on basis for project agreement. Based on low bid prices)

Salem Oregon Feb 1933

1500	cy	Excavation, Single Classif.	$.47	705.00
140	lf	12" Concrete Pipe	1.00	140.00
2,350	sq. yds.	Portland Cement Concrete Pavement	2.15	5,052.50
180	lf	Expansion Joints	.25	45.00
1,200	"	Contraction Joints	.04	48.00
120	only	Dowels	.20	24.00
1,000	lbs	Tie Bars & Reinforcement	.045	45.00
300	cy	Rock Shoulders	1.77	531.00
380	sq yd.	Removal of Old Pavement	1.00	380.00
		Subtotal	$	$ 6970.50
		10% Engr & Cont		697.05
		Total		$ 7,667.55

Length 0.196 miles
Cost per mile $ 39,120.15

Regular Federal Aid Funds Requested	$ 2,760.31 (36%)
Emerg. Constr. Hwy Funds "	4,907.25
	$ 7,667.56

(over)

State Funds for Coyote: Chap 175, laws 1917; Chap 39, laws 1920
" " " limit: Chap 41, laws 1927

Oregon State Highway Department

Emergency Constr.
Hwy. Proj. No E-183-A

Forest Grove Section of the
Tualatin Highway in Washington County

(Estimate with plans. Not a basis for project agreement)

Salem Oregon Jan 1933

			$	$
1,500	cy	Excavation, Single Classif	.50	750.00
140	lf	12" Concrete Pipe	1.50	210.00
2,350	sq.yds.	Portland Cement Concrete Pavement	2.20	5170.00
180	lf	Expansion Joints	.20	36.00
1200	"	Contraction Joints	.05	60.00
120	only	Dowels	.20	24.00
1000	lbs	Tie Bars and Reinforcement	.06	60.00
300	cy	Rock Shoulders	2.00	600.00
380	sq.yds.	Removal of Old Pavement	.50	190.00
			Subtotal	$7100.00
			10% Engr & Cont	710.00
				$7,810.00

Length 0.196 mile
Cost per mile $39,846.93

Regular Federal Aid Funds Requested [illegible]1,6[illegible] (36%)
Emergency Constr. Hwy Funds Requested [illegible]8.40
[illegible].00

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-183-A

FOREST GROVE SECTION OF THE TUALATIN HIGHWAY IN WASHINGTON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, December 10, 1932

	1,500	cu. yds.	Excavation, Single Classif.	$0.50	$ 750.00
	140	lin. ft.	12" Concrete Pipe	1.50	210.00
2350	~~1,400~~	sq. yds.	Portland Cement Concrete Pavement	2.20	3,080.00
180	~~100~~	lin. ft.	Expansion Joints	0.20	20.00
1200	~~700~~	lin. ft.	Contraction Joints	0.05	35.00
120	~~70~~	only	Dowels	0.20	14.00
1,000	~~600~~	lbs.	Tie Bars & Reinforcement	0.06	36.00
300	170	cu. yds.	Rock Shoulders	2.00	340.00
				Sub-total	$ 4,485.00
				10% Engr. & Cont.	448.50
				Total	$ 4,933.50

Length 0.116 miles - 226
Cost per mile $ 42,530.17

Regular Federal Aid Funds Requested	$ 1,776.06 (36%)
Emergency Constr. Hwy Funds Requested	3,157.44
	$ 4,933.50

Oregon State Highway Department

Emergency Construction
Highway Proj. No. E-183-A

FOREST GROVE SECTION OF THE
TUALATIN HIGHWAY IN WASHINGTON COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, January 18, 1933.

1,500	cu. yds.	Excavation, Single Classification	$0.50	$ 750.00
140	lin. ft.	12" Concrete Pipe	1.50	210.00
2,350	sq. yds.	Portland Cement Concrete Pavement	2.20	5,170.00
180	lin. ft.	Expansion Joints	0.20	36.00
1,200	lin. ft.	Contraction Joints	0.05	60.00
120	only	Dowels	0.20	24.00
1,000	lbs.	Tie Bars and Reinforcement	0.06	60.00
300	cu. yds.	Rock Shoulders	2.00	600.00
380	sq. yds.	Removal of Old Pavement	0.50	190.00
			Sub-total	$ 7,100.00
			10% Engr. & Cont.	710.00
				$ 7,810.00

Length 0.196 miles
Cost per mile $39,846.93

Regular Federal Aid Funds Requested	$ 2,811.60 (36%)
Emergency Constr. Highway Funds Requested	4,998.40
	$ 7,810.00

January 18, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the paving of the Forest Grove Section, Project No. E-183-A. Five bid proposals and five sets of blueprint plans are being sent under separate cover. The blueprint plans are being sent because of an increase in length of the project as shown on the plans sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/RR

Encl.

FORM 5-A-1 6700 7500 12-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

183A

February 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Wm. R. Chandler,
Division Engineer,
Office.

Attention - Mr. Eason

Dear Sir:

Mr. Baldock has approved the State Force work for making the junction to the concrete pavements on the West Side Project, therefore I believe it will be advisable to inform the contractor that he should maintain the temporary connections until his contract has terminated or until we can place the pavements which no doubt you can arrange to do some time in April.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H

CC to
R.H. Baldock ✓

February 1, 1933

Associated General Contractors of America Inc.
Portland Chapter
Suite 234 Multnomah Hotel
Portland, Oregon

Attention Mr. P. L. Crooks, President

Gentlemen:

In response to your communication of January 31, regarding the low bid of Saxton & Looney on the Forest Grove-Hillsboro Section of the Tualatin Valley Highway covering grading, paving and shoulders, advise that in accordance with my recommendation the Commission, on January 30, awarded the contract to the low bidder, Saxton & Looney.

Very truly yours

State Highway Engineer

RHB:HI

ASSOCIATED GENERAL CONTRACTORS OF AMERICA, INC.

WASHINGTON, D. C.

PACIFIC NORTHWEST BRANCH

DIRECTORS

T. W. BAKER
T. H. BANFIELD
FRED CHRISTENSEN
J. C. COMPTON
H. A. DICK
P. L. DOLPH
W. H. FEIGENSON
R. F. HOFFMARK
W. T. JACOBSEN
G. B. KIBBE
M. J. LYNCH
C. T. PARKER
J. S. SEED
GILBERT SHEA
CARL STEBINGER
ROBERT WALLACE

SKILL, INTEGRITY RESPONSIBILITY

PORTLAND CHAPTER OF ASSOCIATED GENERAL
CONTRACTORS OF AMERICA, INC.

PORTLAND, OREGON

OFFICERS

P. L. CROOKS, PRESIDENT
ROSS B. HAMMOND, 1ST VICE-PRES.
PHILIP HART, 2ND VICE-PRES.
J. A. LYONS, TREASURER
G. B. HERINGTON, MANAGER AND EXEC. SECRETARY

SUITE 234
MULTNOMAH HOTEL
PHONE ATWATER 7883

January 31, 1933

RECEIVED
FEB 1 - 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission

Salem, Oregon

Gentlemen:

One of our members, Saxton and Looney, who are the low bidders on the Forest Grove-Hillsboro Section of the Tualatin Highway covering grading, paving and shoulders, advise us there is some question of award to their firm on account of preference being given to the second low bidders who are local contractors, that is, contractors who happen to live in the county in which this work lies.

We have been of the opinion that all contractors are on the same basis in bidding, regardless of what county they happen to live in, without preference account of local abode.

If Saxton and Looney's bid is regular, the firm properly prequalified, we do not think the award of this contract should be made to the second bidder merely because he is a local contractor so far as county residence is concerned.

We trust that the information we have on this is correct and are assuming it as such and will thank you for giving this your consideration and trusting the award will be made to Saxton and Looney, the low bidders.

Yours very truly,

P. L. Crooks

P. L. Crooks, President
PORTLAND CHAPTER OF
ASSOCIATED GENERAL CONTRACTORS OF AMERICA Inc.

PLC:D

FORM 2-A-1 5004 6M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

January 31, 1935.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R.H. Baldock,
State Highway Engineer,
Office.

Dear Sir:

Mr. Eason has made an examination of the gravel in Gales Creek as a site for procuring shoulder material on the Forest Grove-Hillsboro section, and reports that the material is satisfactory for this purpose.

I would therefore recommend that the job be awarded to Saxton & Looney, low bidders on the contract.

The matter has been brought up that the State might secure some advantage by letting the job to the second bidder who possibly would furnish crushed rock for the shoulder job, but inasmuch as the job was not advertised for crushed rock or even on an alternate basis, I do not believe that this should be considered. On almost any job the second bidder would be willing to make certain concessions if awarded the contract, but if that procedure were followed to its logical conclusion our whole system of bidding would fail.

Saxton and Looney have bid on this job at two separate times and have been to considerable expense in estimating the job, therefore it is only fair to award them the contract.

Yours very truly,

H G Smith

H. G. SMITH,
CONSTRUCTION ENGINEER.

HGS/H

NOTED
State Highway Engineer

FORM 5-A-1 2962 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

183-a

OREGON STATE HIGHWAY COMMISSION

SALEM

January 5, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. A. Kirkwood,
Resident Engineer,
Hebo, Ore.

Dear Sir:

In working up the data for the section of the McMinnville Tillamook Highway which is under consideration the map, profile and title should be made to run from West to East, altho stations run from East to West.

It might be possible to use a concrete box culvert at the second crossing of Louie Creek since it will be necessary to raise the grade and the old bridge will have to be replaced with some other structure. The size of the project to be let has not been fully determined but will not be over $50,000. Please work up a project to this limit.

It will be necessary to have all information in regard to this project in Salem by Thursday of next week in order to get it on this month. Please use your best efforts to complete this work by that time.

NOTED

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby

CC to
R. H. Baldock ✓

CONTRACT #1466,
1467, 1645,

PR 157-B Bear Creek-Ashland Sec. 1934
1466
1467 -1645 Folder # 2

157 B

November 20, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of September 10, 1935 in which inquiry is made concerning various items of expense for work performed on the Ashland Undercrossing by the Southern Pacific Company's forces. (NRH157-B)

With reference to your inquiry concerning the inclusion of wages of foremen and industrial insurance into the cost for labor on which ten per cent is added for administration and overhead, please be advised that it is the policy of this department to permit a similar procedure where force account work is performed under a contract and we have permitted the railroad companies the same privilege where they have undertaken work on a force account basis. This procedure is covered in Section 6 of the standard specification form for roadwork and in Article 1058 of the standard specification form for bridges.

In regard to your inquiry concerning the method of submitting the claims for equipment expense, please be advised that we have no agreement with the railroad company concerning equipment rentals, except as given in Article 5 of the agreement mentioned in your letter. However, it is the usual practice of railroad companies with which we have had dealings to submit their equipment costs on a rental basis for the equipment, plus the cost of supplies for operation, the procedure which was followed in this case. We are enclosing herewith a statement showing the equipment used and the rentals paid.

Your exception taken to the item of "2 Slow Boards" on account of the item representing railroad equipment may be correct and since the item is minor, our suggestion would be to reduce the amount of the final voucher by the cost of the item. Since both regular Federal Aid Funds and NRH Funds are involved in the project, however, our suggestion would be to allow payment from the regular Federal Aid Funds to be made for the amount requested in the final voucher and that the reduction be made entirely in the payment to be made from NRH Funds.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.............

POST OFFICE BUILDING
PORTLAND, OREGON

September 10, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher covering Oregon U.S.Public Works project NRH 157-B, the Ashland Undercrossing, Pacific Highway, submitted with your letter of August 13, 1935.

In the review of this voucher it is noted that a part of the undercrossing structure was constructed by Southern Pacific Company forces. In examining the statement in support of the claim for work done by the Railroad certain items appear to be questionable.

Under the subheading "Structural Steel" claim is made for "All labor, including foreman $1,638.92," to which is added 4 percent for insurance on labor. Supervision at the rate of 10 percent is then added to the combined claim for labor and insurance. The claim for foreman is questioned in view of the general charge of 10 percent for supervision. The inclusion of insurance on labor to the amount on which 10 percent is claimed is also questioned. The type of insurance referred to should be indicated.

It is further noted that claim is made for "Steam crane rental" and "Locomotive rental." Claim is then made for "Coal for crane" and for "Fuel, water and lubricants for locomotive." Information should be had as to the provisions of the rental agreement so as to establish the propriety of the claim for fuel, etc. Further detailed information should likewise be had as to claim for "Rental of equipment and tools" and for "Equipment rental." The above comments also refer to claims under subheadings "Bridge Deck" and "Constructing Shoofly and Maintaining Traffic." Under the latter heading exception is taken to claim for "2 Slow boards $16.42" which may represent railroad equipment.

Your comments as to payment for the above items, in view of Paragraph 5 of the agreement between the State and the railroad company are requested. Further action on the final voucher is being withheld by our Washington Office pending a reply.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM S-A-1 12540 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

157 B

November 15,1934

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The bridge department have checked over your addition to the wall on the Ashland Undercrossing, and find no satisfactory way to conceal the joint. They believe that you can grind it after construction so that it will be inconspicious.

The wall as called for on your sketch is therefore approved.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Balddck

FORM 8-A-1 16674 7500 7-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

2

Nov. 6, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock,
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find order for State force work on the Ashland undercrossing to cover placing of riprap at the north end of the northwest wing-wall. No increased authorization is requested. A separate order will be submitted later for any State force work on the top of the wing-wall such as drilling, etc.

Attached hereto also is payroll covering the work so far done on this small riprap job.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

157B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.

POST OFFICE BUILDING
PORTLAND, OREGON

October 22, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to our letter of September 10, 1935, regarding certain claims on the final voucher for Oregon U. S. Public Works project NRH 157-B, the Ashland undercrossing section of the Pacific Highway.

Inasmuch as it will be impossible to take any further action with respect to the voucher until we receive a reply from you, we request that you furnish the required information as soon as possible.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Fron

FORM 8-A-1 18819 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 11, 1935.

103

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. L. King,
Superintendent,
Southern Pacific Company,
Portland, Ore.

Dear Sir:

Reference is being made to the October and November estimates covering the work being done by your company on the North Ashland Undercrossing.

The October estimate has been approved and is being placed in line for payment.

The November estimate includes an item for structural designer's time in the amount of $556.76, and also an item for office supplies in the amount of $15.00.

The Bureau of Public Roads will not allow payment for these charges, as it is against the usual procedure. The November estimate is therefore being held up. If your company will send us a credit item in the amount of $571.76 to cover these two items the November estimate will be placed in line for immediate payment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock
E. A. Collier,
P. P. Whitmore
Carl F. Smith

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW project
NRH 157-B

POST OFFICE BUILDING
PORTLAND, OREGON

April 11, 1935

RECEIVED
APR 12 1935

Mr. R H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the modified project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Oregon U. S. Public Works Highway
Project No. NRH 157, Section B.

Tr. p. 14860

MODIFICATION OF PROJECT AGREEMENT

WHEREAS, by that certain project agreement signed on October 1, 1934, by the Oregon State Highway Commission, and on December 12, 1934, by the Secretary of Agriculture, the said parties entered into an agreement for the improvement of that certain road described therein and designated as Oregon U. S. Public Works Highway Project No. NRH 157, Section B; and

WHEREAS, the said State Highway Commission has requested that the Federal funds approved and set aside to the credit of said Section B be increased from $34,936.15 to $68,367.20:

NOW, THEREFORE, It is hereby mutually agreed by and between the said Oregon State Highway Commission and the Secretary of Agriculture that the project agreement be amended as follows:

The third "Whereas" paragraph shall read;

> "Whereas the Secretary has certified to the Secretary of the Treasury such approval of said surveys, plans, specifications and estimate and the sum of sixty-eight thousand, three hundred sixty-seven and 20/100 dollars ($68,367.20) as the share of the United States payable under said act on account of Section B of said project, which is the approved total estimated cost thereof:"

Paragraph (b) of Article III shall read:

NOV 19

> "(b) The total amount of Federal funds allotted to this project is $68,367.20. This sum is divided as follows: $61,951.95 to be charged against the allotments made under

> Section 204 of the National Industrial Recovery Act, and $6,415.25 against the regular Federal aid appropriation."

Article IV shall read:

> "Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of sixty-eight thousand, three hundred sixty-seven and 20/100 dollars ($68,367.20), the approved total estimated cost of Section B of said project."

Except as herein specifically modified, the said project agreement shall remain in full force and effect.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for Project No. 112.

IN WITNESS WHEREOF, the parties have hereunto affixed their signatures, the Oregon State Highway Commission on the 18th day of March, 1935, and the Secretary of Agriculture on the 3d day of April, 1935.

OREGON STATE HIGHWAY COMMISSION

By L M Scott
Chairman, State Highway Commission

By E B Aldrich
Member, State Highway Commission

By ______________________
Member, State Highway Commission

Secretary of Agriculture

____
Acting Chief, Bureau of Public Roads.

Oregon U. S. Public Works Highway
Project No. NRH 157, Section B.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U.S.Pub.Wks.Hwy. Project No. NRH 157-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 66,367.20 in lieu of the $54,930.15 approved by Certificate of Dec. 12, 1934, as the total estimated cost of said project, and the sum of $ 66,567.20 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 3d day of April, one thousand nine hundred and thirty five.

Secretary of Agriculture,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE: 1934 5—4396

#1685

1578

March 27, 1935

Mr. Ed Stillwell
716 W. Second St.
Medford, Oregon

Dear Sir:

Attached hereto is a copy of a letter which I have just received from the Hoffman Construction Company regarding your claim for six additional hours of work on their Ashland contract.

Please note particularly the last paragraph in which they request a day by day record of your time for the month of December. You had better send that to them direct.

Very truly yours,

Secretary

HBG:AJ

HOFFMAN CONSTRUCTION CO.
BUILDING CONSTRUCTION
715 S. W. COLUMBIA STREET
PORTLAND, OREGON

March 26, 1935

RECEIVED
MAR 27

Oregon State Highway Commission,
Salem, Ore.

Attention: Mr. Glaisyer

Gentlemen:

We have your letter of March 23rd, regarding six additional hours claimed by Mr. Ed Stillwell of Medford, who worked for us on the Ashland, Oregon, Undercrossing.

We have taken this matter up with our superintendent who states that Mr. Stillwell and Mr. Dooms worked on the shovel on the day in question, and Mr. Dooms reported to our superintendent that each put in three hours for which they were paid.

Subsequent to this they each rendered a bill for six additional hours, which was forwarded to us by the County Engineer. If they claim six additional hours, we do not know when the time could have been put in and would like further advice from them on that subject.

We might suggest that if Mr. Stillwell has a day by day record of his time for the month of December, that he send it to us, so that we may check it with our records.

Yours very truly,

HOFFMAN CONSTRUCTION CO.

By C. I. Conn
C. I. Conn

CIC:R

March 25, 1935

Mr. Ed Stillwell
716 W. Second St.
Medford, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 21 with regard to your claim against Hoffman Construction Company for services rendered that company in connection with its contract with the State Highway Commission for the construction of the Ashland Undercrossing Section of the Pacific Highway in Jackson County, Contract No. 1645.

In connection with this job the contractor furnished the State with a surety bond for the protection of claims arising out of this job. This bond was written by the Maryland Casualty Company for which Hansen & Rowland, Inc., are agents with offices in the Public Service Building, Portland, Oregon; its main offices are in the Washington Building, Tacoma, Washington.

I suggest that you write to the bonding company relative to the payment of your claim; they may be of assistance to you in disposing of it. You should give them full detailed information, including a copy of your record of time employed by this contractor.

I am today bringing this matter to the attention of the contractor and am requesting him to advise you why there is a difference between your figures and his. I trust that this matter will be settled to your satisfaction in the near future.

Very truly yours,

Secretary

HBG:AJ

March 25, 1936

Hoffman Construction Co.
715 S. W. Columbia St.
Portland, Oregon

Gentlemen:

I enclose a copy of a letter that we have just received from Mr. Ed Stillwell, Medford, who alleges that he was employed by you during the month of December as a shovel operator on your Ashland job and that you have paid him for six hours less than he has actually coming.

Mr. Stillwell would like to know why there is a difference between his record of the time worked and yours. Will you please give him the information desired, with a carbon copy of your letter to this department to complete our record?

Very truly yours,

Secretary

RBG:AJ

cc Maryland Casualty Co.
Washington Building
Tacoma, Wn.

cc Mr. Ed Stillwell
716 W. Second St.
Medford, Oregon

RECEIVED MAR 2

[illegible]

[illegible] and [illegible]

construction [illegible]

[illegible]

[illegible]

[illegible]

bill and [illegible]

[illegible]

[illegible]

[illegible]

[illegible] heard [illegible]

RICULTURE

S.

he Southern Pacific
hich you asked this

pears to be in order
Bridge Department's

ncludes an item for
the amount of $356.76
pplies in the amount

It is not the usual procedure of the Bureau of Public Roads to include this type of charges, and it is not at all probable that the Bureau will reimburse us if we allow payment for these charges. This matter has been taken up with Mr. Baldock and he does not favor the allowance of these items on the invoice.

In the first place the Railroad Company is getting this undercrossing without any construction costs whatever. It would seem that they might be able to at least furnish the design and what little office expense there is involved. In the second place the engineering costs for design must necessarily have been encountered previous to the time our agreement was entered into with the Bureau. This being the case, it would be impossible for us to collect from the Bureau of Public Roads as their regulations only allow for reimbursement on charges encountered after the project has been approved by them.

In view of the above facts, the November invoice is returned unapproved.

C. B. McCullough

By

W. A. Reeves

NOTED
State Highway Engineer

WAR:AP
cc Mr. Baldock

1578

March 6, 1935.

Mr. H. G. Smith

Herewith invoice from the Southern Pacific Railroad for work at Ashland which you asked this office to check.

The October estimate appears to be in order and has been stamped with the Bridge Department's approval.

The November estimate includes an item for structural designer's time in the amount of $356.76 and also an item for office supplies in the amount of $15.00.

It is not the usual procedure of the Bureau of Public Roads to include this type of charges, and it is not at all probable that the Bureau will reimburse us if we allow payment for these charges. This matter has been taken up with Mr. Baldock and he does not favor the allowance of these items on the invoice.

In the first place the Railroad Company is getting this undercrossing without any construction costs whatever. It would seem that they might be able to at least furnish the design and what little office expense there is involved. In the second place the engineering costs for design must necessarily have been encountered previous to the time our agreement was entered into with the Bureau. This being the case, it would be impossible for us to collect from the Bureau of Public Roads as their regulations only allow for reimbursement on charges encountered after the project has been approved by them.

In view of the above facts, the November invoice is returned unapproved.

C. B. McCullough

By

W. A. Reeves

NOTED
State Highway Engineer

WAR:AP
cc Mr. Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 8, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
FEB [illegible]
STATE [illegible] COMMISSION

Dear Sir:

Reference is made to the revised estimate submitted January 19, 1935, for preparation of modification of the project agreement for Oregon USPW project NRH 157-B, Ashland Undercrossing.

In accordance with the request of Mr. Nash when he was in this office several days ago, we have changed the estimate to show NRH funds in the amount of $61,951.95, thus eliminating the set-up of State funds. Releases of NRH funds on payment of the final vouchers forwarded to us January 29 will be sufficient to care for the difference.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#1645

157B

February 4, 1935

Maryland Casualty Company,
Hansen & Rowland Inc. of Oregon, Agents,
Public Service Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1645 for the construction of the Ashland Undercrossing Section of the Pacific Highway in Jackson County has been completed by the contractors, Hoffman Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 14, 1935.

The State is not advised of any claims for labor or material, or of the existence of any claims,debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $36,275.75 including the final payment. Of this amount $34.96 was for force account work.

This notice is served upon you as you appear as surety on the bond furnished in connection with the above contract. Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

January 19, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for modified agreement for the Ashland Undercrossing Section, Project No. NRH 157-B.

This estimate has been revised to replace a portion of the State funds set up in the previous estimate with subsequently released NRH funds.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 157-B

ASHLAND UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for modified agreement.)

Salem, Oregon, January 19, 1935

Roadwork (Sta. 8+75 to Sta. 12+25) (Low bid prices)

All Required		Clearing and Grubbing		$ 500.00
12,000	cu. yds.	Excavation, Single Classification	$ 1.40	16,800.00
23,000	yd. mi.	Truck Haul	0.20	4,600.00
130	lin. ft.	12" Concrete Pipe	1.60	208.00
2	only	Concrete Catch Basins	35.00	70.00
240	lin. ft.	Concrete Curbs	0.30	72.00
70	sq. yds.	Concrete Sidewalks	1.30	91.00
820	sq. yds.	Portland Cement Concrete Pavement	2.25	1,845.00
320	lin. ft.	Expansion Joints	0.20	64.00
440	lin. ft.	Contraction Joints	0.025	11.00
400	only	Dowels	0.20	80.00
350	lbs.	Tie Bars	0.06	21.00
120	cu. yds.	Crushed Gravel Shoulders	2.50	300.00
20	cu. yds.	Filler	1.00	20.00
20	yd. mi.	Hauling Filler	0.25	5.00
			Sub-total	$ 24,687.00
			10% Engr. & Cont.	2,468.70
			Total	$ 27,155.70

Structure (State Contract. - Low bid prices)

1,250	cu. yds.	Class "B" Concrete	$ 11.00	$ 13,750.00
14,000	lbs.	Metal Reinforcement	0.06	840.00
500	only	Drilling Dowel Holes	0.35	175.00
				$ 14,765.00

Structure (Estimated Costs of Work to be Performed by Railroad Company Forces)

210,000	lbs.	Structural Steel	$ 0.07	$ 14,700.00
100	lin. ft.	Bridge Deck	10.00	1,000.00
All Required		Constructing Shoo Fly and Maintaining Traffic		7,000.00
				$ 22,700.00

Sub-total	$ 37,465.00
10% Engr. & Cont.	3,746.50
Total	$ 41,211.50

Length of Roadwork	0.066 mile
Cost per mile, Roadwork	$ 411,450.00

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid	NRH Funds	State Funds
Roadwork	$ 27,155.70	$ 2,548.16	$ 20,283.15	$ 4,324.39
Structure	41,211.50	3,867.09	30,781.72	6,562.69
	$ 68,367.20	$ 6,415.25	$ 51,064.87	$ 10,887.08

State Funds for Constr: Chap. 173, Laws 1917; Chap. 31, Laws 1920
State Funds for Maint: Chap. 41, Laws 1927

FORM 9-A-1 10010 1M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

Jan. 17, 1935.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find one sheet of cross sections received this morning from P. P. Whitmore.

When he prepared the final estimate for the Ashland undercrossing job recently completed by Hoffman, he failed to include the excavation represented by these cross sections and now asks that the final estimate be increased in the amount of 23.9 cubic yards of excavation and 47.8 yard miles of truck haul. This material was hauled to the fill between station 90 and 100.

I am sorry this was omitted and trust that it can be added to Hoffman's final without too much inconvenience.

Very truly yours,

E. A. COLLIER
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM [illegible]
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157 B

IN REPLY PLEASE
REFER TO FILE NO.

Jan. 12, 1935.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: S. H. PROBERT

Dear Sir:

We have your letter of January 11th, regarding price agreement for cement adjustment on the Ashland undercrossing section, Pacific Highway. Copies of the price agreement referred to are attached.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

State Highway Engineer

cc. R. H. Baldock
CDC:AWF

January 10, 1935

157B

Mr. C. B. McCullough
Office

Dear Sir:

The Attorney was instructed by the Commission on December 21 to secure from Hoffman Construction Company, contractors for the construction of the Ashland Undercrossing Section of the Pacific Highway in Jackson County, a letter to the effect that they will not present a claim for extra compensation arising out of delays that have been encountered by reason of the noncompletion of the railroad construction work at this point.

Very truly yours,

State Highway Engineer

FORM 2-A-1 16619 15M 2-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 3, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

157B

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached find Order for State Force Work on the Ashland undercrossing as follows:

1-Installing drain pipe and tile.

2-Constructing guard fence.

This work could not be done while Hoffman was grading and paving but should be done now in order to drain a strong spring, which comes out under the edge of the concrete pavement just south of the south end of Hoffman's job and the guard fence is required to keep traffic entering the highway at the old undercrossing from turning back into the new undercrossing.

Requisition for pipe is attached hereto and part of the material for the fence is on the ground and the remainder can be purchased in Ashland.

Very truly yours,

cc. R. H. Baldock
EAC:AWF

E. A. Collier
Division Engineer

FORM 5-A-1 16319 15M 9-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

157B

Jan. 2, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On the Ashland Undercrossing, contract 1645 there were several underruns in excess of 10%.

Truck haul was reduced on account of some of the excavation being used to fill an old mill race near station 50, which made shorter haul than planned. Also the excavation quantity was less than total estimated in contract.

It was planned to drill 500 dowel holes but this was found unnecessary and only 10 were actually drilled.

The amount of concrete curb and sidewalk was reduced on account of the total length of the structure being reduced.

Dowels and tie bars in pavement show a reduction. Our allowance for these items in the preliminary estimate was not required and the amount actually placed checks almost exactly with the total in the preliminary estimate before the allowance for overrun was added.

No filler or filler haul was required as the crushed gravel shoulder material furnished set up without filler.

NOTED
State Highway Engineer

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec 29, 1934

Section Ashland Undercrossing

Kind of work Grading, Paving, Structure Abutmnts.

Highway Pacific

Section prefix 15 P J

Contractor Hoffman Const. Co.

Contract number 1645 ~~NRH 157 B~~

Date of contract July 2, 1934

Date of completion Nov. 30, 1934

Date work started " 23, 1934

Estimated date of completion Dec. 22, 1934

Amount of contract $ 39692.

Per cent of time elapsed 110 %

Estimated cost of completed project, exclusive of engineering $ 39000.

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 2110., 5.4 %

Date project was completed Dec 22, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The expansion joints are yet to be filled with asphalt and pumice but on account of rain all week this is not done.

RECEIVED
DEC 31 1934

P P Whitmore

Signed P. P. Whitmore, Resident Engineer.

Address Ashland, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

NI	GRADING	SURFAC	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon USPW Proj. NRH 157-B

B

Dec. 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jm

[illegible]

Hwy. 14860

B

Form P. R. 2

State Oregon

U. S. Public Works Project No. [illegible] 157, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

8—6618

Form P. R. 2

B

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 1st day of October, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 21st day of August, 1929, a project statement, which was approved by the Secretary on the 27th day of September, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 23rd day of May, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-four thousand, nine hundred thirty-eight and 13/100 dollars ($34,938.13) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from National Recovery Highway Funds Appropriated by Act (Include date and citation of act of legislature by which authorized) approved June 16, 1933 (Public No. 67, 73rd Congress), and any part thereof not provided from such funds shall be met from State funds available to the State Highway Department under Chap. 175, Laws of 1917, Chap. 2, Laws of 1920, and Chap. 348, Laws of 1931.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Undercrossing of the Pacific Highway at Ashland, and approaches thereto, Between survey station 8+75, 122 ft. north of the north city limits of Ashland, and survey station 12+25, all in the N.W.1/4 of Sec. 5, T. 39 S., R. 1 E., W.M.,

, length 0.066 of a mile~~s~~, in Jackson County, being Section B of Oregon U.S.Pub. Wks. Hwy. project No. NRH 157, consisting of 0.066 of a mile~~s~~ of roadway and one bridge~~s/culverts~~ of more than 20 feet clear span, known ~~miles in length~~ locally as the Ashland Undercrossing unit of the Bear Springs - Ashland section of the Pacific Highway, between official control points Ashland and Medford.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5518

(b) The total amount of Federal funds allotted to this project is $34,938.13. This sum is divided as follows: $28,522.88 to be charged against the allotments made under Section 204 of the National Industrial Recovery Act, and $6,415.25 against the regular Federal aid appropriation.

(c) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty-four thousand, nine hundred thirty-eight and 13/100 dollars ($34,938.13), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-eight thousand, three hundred sixty-seven and 20/100 dollars ($68,367.20), the approved total estimated cost of Section B of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 348, Laws of 1931.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 12th day of December, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By

Acting *Chief, Bureau of Public Roads*

8—3513

Form PR. 3—Revised

B

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. NRH 157-B, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 68,567.20 as the total estimated cost of said project, and the sum of $ 34,958.15 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 12th day of December one thousand nine hundred and thirty-four

Secretary of Agriculture,

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

FORM 8-A1 16619 15M 6-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 11, 1934.

IN REPLY PLEASE REFER TO FILE NO.

157B

~~Hoffman Construction Company,~~
~~715 S. W. Columbia Street,~~
~~Portland, Ore.~~

Gentlemen:

In answer to your letter of November 21st, requesting an extension of time on the Ashland Undercrossing, beg to advise that you should make a formal application, giving the date when you could finish the job and accompany this with the consent of your surety.

Inasmuch as the Southern Pacific Company are not cooperating in any way on the expense of this crossing, we do not feel that we would be willing to reimburse you for their inability to remove the shu-fly track as soon as anticipated.

The second paragraph on page 28 of the Special Provisions state that your time will be extended to cover any unnecessary delays from the failure of the Southern Pacific to perform promptly.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED

HGS/H

CC to
R. H. Baldock ✓
E. A. Collier
P. P. Whitmore

FORM 9-A-1 19674 7900 9-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157 B

Nov. 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find a sketch showing the proposed addition to the northwest wing wall of the Ashland undercrossing.

The height of this wing wall was originally planned to meet a 1 to 1 slope. At the time the wall was built I had the north end raised from 4" to 2 feet to allow us a little leeway. However the rock broke back of the wall quite a distance and the material used to backfill assumes a 1½ to 1 slope. For this reason our wall is not high enough to retain the fill.

I met with Mr. Givens, Division Engineer from Dunsmuir and he requests us to place this additional height on the wall. From the north end of the wall to the rock cut slope we h ve placed a rubble wall of broken concrete from the old pavement and will mortar this up in good shape. Givens does not object to this but does object to the use of this type of material from the top of our wall up towards the track. The use of this material above our wall would be unsightly.

It is planned to have the contractor place this concrete when he starts paving, which will be in about two weeks. There is a bevel about ¾ of an inch on the corner of the wall and it will be a little difficult to get a good joint there. The top of the wall will be uniform 18" width, but the batter on the back of the wall will vary.

The contractor will probably want additional compensation and I have talked with his superintendent along the line that we would drill the dowel holes and do whatever chipping with compressor that was necessary on top of the wall and would co-operate with the contractor, say 50% in the cost of constructing forms. The superintendent is to let me know in a few days what the contractor will do. The additional concrete will run something like 8 yards.

Please advise if this arrangement will be satisfactory and give me any suggestions that may occur to yourself or Mr. McCullough to secure a good joint and uniform looking job.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock ✓
cc. C. B. McCullough
EAC:AMF

FORM S-A-1 10674 7000 7-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

X

157-B

OREGON STATE HIGHWAY COMMISSION
SALEM

15-4

Oct. 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached you will find bill from Southern Pacific Company for expences incurred during the months of May, June, July 1934, on the construction of the undercrossing at Ashland in the amount of $6,664.01, which has been approved by Mr. Whitmore and myself.

There will be a credit issued on some of this material when it is salvaged from the shoofly track.

I note we were charged $2.75 per yard for 280 cubic yards of gravel balast. We could no doubt have had gravel delivered from Ashland bunkers of almost any quality desired for not to exceed $1.50 per yard. However the railroad is handling this and perhaps felt it more economical to have rail delivery of balast to speed up laying track.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

FORM S-A-1 18748 10M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1527B

August 23, 1934.

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have arranged to meet G. E. Givens, Division Engineer for Southern Pacific at Lithia Hotel, Ashland, tomorrow August 24th, at twelve o'clock.

Should you wish to give me any further instructions with regard to length of abuttments for bridge for over-crossing or slopes, please call me then and if you need additional data on Ashland or Medford municipal project, please call.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
cc. S. H. Probert
EAC:AMF

NOTED
State Highway Engineer

FORM 8-A1 18749 15M 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

15-4

157-13

July 27, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Mr. G. E. Gevins, Division Engineer for the Southern Pacific Company at Dunsmuir, reports that they expect to have their rail traffic using the Ashland snoo-fly about July 31st.

Very truly yours,

E. A. Collier
Division Engineer

cc.
R. H. Baldock
S. H. Probert

EAC:AWF

FORM S-A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

1-11

February 24, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

We have not received a definite layout of the Ashland Undercrossing from the railroad. However their plans contemplate the construction of a shoofly line bypassing the undercrossing. This will probably occupy the south side of the railroad right of way, starting south of the present undercrossing and trestling over the present route until supporting ground is reached and thence along a graded section to the junction with their present line north of the new underpass.

This will necessitate our contractor excavating through the present grade for the underpass and then probably returning after the underpass is built to continue the excavating through where their shoofly line will be built.

The contract should be written to include everything, the excavation for the underpass and paving with proviso that excavation be started immediately after the temporary line is built, and coordinate it with the railroad construction operations.

We have written to the railroad for definite layout and will forward it to you as soon as received. Sketch map of undercrossing is attached.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock

H. G. SMITH,
CONSTRUCTION ENGINEER.

FORM 8-A-4 18889 5M 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK ×
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

Feb. 23, 1934.

IN REPLY PLEASE REFER TO FILE NO. 15-4

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

ASHLAND UNDERPASS

Mr. Whitmore is working up descriptions and balancing line north from Bear Creek towards Talent. Can you send a print or sketch showing the design of abutments at the underpass so that excavation quantities can be estimated there? I would also appreciate having the general scheme of construction.

Will the contract for the crossing structure include all the excavation and paving or will separate contract be let for the structure?

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

157-B

15-4 x

January 2, 1934.

Mr. Paul Farrens,
Attorney,
Southern Pacific Co.,
Portland, Oregon.

Dear Sir:

Reference is made to a certain communication from Mr. E. H. Kirkbride to Mr. A. T. Mercier under date of December 18, a copy of which communication you left in my office a few days ago, and also to our conference of the same date in reference to this matter. This communication and conference had to do with the matter of letting the contract covering the Ashland subway.

It appears from Mr. Kirkbride's memorandum that the principal objection urged against the procedure outlined in Mr. Devers' original proposal goes to the matter of letting the contract in the name of the railroad company. Mr. Kirkbride's memorandum also outlines an alternate method of procedure wherein the state would let the contract for the substructure with the railroad company handling the purchase and erection of the steel superstructure, the construction and removal of falsework for the same and all necessary track work with its own forces.

In reference to the first objection raised, to-wit that letting the contract in the name of the railroad company might interpose certain difficulties, this department is perfectly willing to concede this point and to have all contract work involved in this structure let by the state in the regular manner.

We would be perfectly willing of course, and in fact would expect that the railroad company would be represented at the letting, and that their concurrence in the award would be a condition precedent to letting the contract. We would also expect that the contractor would be required to execute an indemnity agreement with the railroad company and furnish a surety bond in such sum as the railroad company considers sufficient to protect its interests. (We would of course have to be advised as to the amount of the bond before the proposals were sent out so that full information could be furnished the contractor as a basis for his bid.)

We would also be willing to have all construction work carried on under the supervision of the railroad company's engineer, subject of course to the right of the State Highway Engineer to inspect the work at any time.

The entire cost of the structure would be paid for out of N.R.A. funds, including the cost of engineering, and would be paid for on regular monthly estimates prepared by the railroad company's engineer and approved by the State Highway Engineer, all payments to be made by the state.

In connection with Mr. Kirkbride's proposed alternate, our principal objection lies in the fact that the volume of force account work involved would be so great as to render the actual final cost of the structure somewhat uncertain, and if the finished project involves any material overrun there would be no funds with which to make final payment for the reason that all available federal funds would have been allocated elsewhere and there are absolutely no state funds out of which payment could be made. In this connection the condition of the State of Oregon is slightly different from that of states which are maintaining a comfortable unexpended state balance. The larger the proportion of this project which can be contracted the greater will be the degree of certainty in regard to the final cost.

We would therefore like to invite consideration to reducing the railroad force account work to just that portion involving work trains, to-wit: the placement of the girder and the falsework therefor, all other work, including the furnishing and delivery of the structural steel to the nearest shipping point (in this case, Ashland) and all track work to be done by the contractor.

We would also like to have an estimate of the cost of the work to be done by the railroad company's own forces so that the proper allocation of funds could be made at the time.

We would be pleased to be advised in reference to this matter and to arrive at some definite idea as to procedure at the earliest possible date.

In closing, permit us to point out the fact that both the state and the railroad company are being relieved of a financial obligation which would otherwise be theirs in part at least, because of special federal appropriations which said appropriations in turn are directly connected with immediate unemployment relief; and it is therefore essential that whatever is done be done quickly, otherwise federal revenues may be withdrawn and re-allocated.

Your cooperation in reference to this matter is earnestly solicited.

Very truly yours,

State Highway Engineer

CBM.C:AP
(Re-typed by H.I.)

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Ashland Undercrossing
[illegible]

XSeptember 11, 1934.

Mr. J. A. Govin
Southern Pacific Company
Dunsmuir, California.

Dear Sir:

Your letter of September 10, in regard to the abutments for the Ashland subway as detailed on your drawing 13776, sheet 2, has been received in this office.

In regard to the slope of the fill at the junction of the new retaining wall and the old abutment, we find on Section F-F the following note: "any rock material that will stand on a 1:1 slope." As this is a rock excavation, there should be no difficulty in getting plenty of rock for this part of the fill. However, we will write the resident engineer in regard to this matter, and if there is any question about not being able to obtain the rock, we can have the wall carried to a higher elevation. As this cut is through rock, we anticipate no difficulty in regard to the settlement of our pavement next to the abutment, and consequently see no reason why the footing abutments should be carried any lower than shown on the drawing. We are therefore mailing copies of the approved prints to the Resident Engineer and the contractor so that the work may be finished.

Very truly yours,

C. B. McCulleugh
Bridge Engineer

By O. A. Chase

O. A. Chase
Designing Engineer

OAC:AP

cc Mr. S. H. Probert
Mr. E. A. Collier
Mr. P. P. Whitmore

CHAIRMAN, PORTLAND
BURNE, EUGENE
DRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 7, 1934.

Mr. C. R. Gevins,
Division Engineer
Southern Pacific Co.,
Dunsmuir, California.

Dear Sir:

On September 1, we mailed you two prints of your drawing 13774, sheet No. 2, design of abutments for Ashland subway, for your approval.

The work is being held up pending approval of these drawings by your office, and we are anxious to know whether or not they were received by you.

Very truly yours,

C. B. McCullough
Bridge Engineer

By

O. A. Chase
Designing Engineer

OAC:AP

cc Mr. Probert

FORM B-A-1 13743 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

IN REPLY PLEASE REFER TO FILE NO.

August 25, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

On August 24th, I inspected the Ashland Undercrossing job with Mr. G. E. Gevins, Southern Pacific Division Engineer from Dunsmuir, and his assistant.

The excavation is 80% complete. A revised design for the walls was sent to Mr. Whitmore by the Southern Pacific and I presume a copy of this has reached Mr. Probert, who phoned me early this week. This revised plan showed a straight wall at the southeast corner instead of a curved wall tying into the old abutment. Mr. Givens and I decided—

1-That the curved wall plan should be retained for the reason that the old wing wall has been removed and the curved wall makes better construction anyway.

2-That the material would be stable on 1:1 slopes and that the added length of wall suggested for 1½:1 slopes would not be necessary. In other words, the original plan showing 1:1 slopes will be satisfactory.

3-The rock encountered is a blue shale, somewhat faulted. This material if confined would furnish satisfactory foundation for wall. After being shot and placed on the fills it weathers rapidly. It was decided to wait about one week and then inspect the footings again before deciding on the amount of stepping-up, if any, which could be permitted.

Mr. Gevins suggested as his opinion from present indications that the base of the wall at right angles to the highway should be made full width but need not extend more than two feet below the top of our pavement. The present plan calls for about four feet below the top of our pavement. Mr. Whitmore is to call Mr. Gevins when the foundations begin to shape up.

It was my opinion that the rock was not of such a firm character [illegible] warrant the steps shown on our plan but I thought one two-foot [illegible] about the middle of the wall up to the level of our pavement would [illegible].

Very truly yours,

E. A. Collier
Division Engineer

NOTED

cc.
R. H. Baldock
S. H. Probert
G. E. Givens
G. B. McCullough
P. P. Whitmore
EAC:AWF

FORM S-A-1 13743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-B

OREGON STATE HIGHWAY COMMISSION

SALEM

August 25, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: G. S. PAXSON

Dear Sir:

The footings are beginning to shape up for the Ashland undercrossing. The material is a blue shale, fairly hard and somewhat faulted. In my opinion the stepped footings shown on our plan would not be satisfactory but it appears to me that we might use one two-foot step about the middle of the wall, making the back part of the wall foundation level with our pavement and the frontpart two feet below instead of approximately four feet below.

I know you are busy with the coast bridges but should you get an opportunity to look at this within the next ten days, I would appreciate very much having your opinion.

Mr. Gevins, the Southern Pacific Company engineer, inspected this with me yesterday and was rather of the opinion from present indications that the entire width of the wall should be level but that it need extend only about two feet below the pavement.

Very truly yours,

E. A. Collier
Division Egineer

cc. R. H. Baldock
EAC:AWF

NOTED
State Highway Engineer

R H BALDOCK

[illegible] Analysis to Aug 15 [illegible] 16, 1934 157B

Pacific Highway, Neil Creek Barron Creek Section, Contract 1502, Prefix 15 PG.

Von Der Hellen and Pierson, Contractors
P.P. Whitmore, Resident Engineer

NOTED
State Highway Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	6677.05	97% Complete			7760.00
Class A Excavation	54677.00	96671 Cu Yds	0.566	0.70	67669.70
Class B Excavation	99917.55	273963 Cu Yds	0.365	0.27	73970.01
Overhaul	13440.00	448000 Yd Sta	0.03	0.01	4480.00
Truck Haul	3264.00	10200 Yd Mi	0.32	0.20	2040.00
Class A Concrete	9384.00	403.3 Cu Yds	23.27	25.00	10082.50
Metal Reinforcement	3043.50	62694 Lbs	0.048	0.06	3761.64
18" Corr Iron Pipe	1878.00	916 Lin Ft	2.05	1.50	1374.00
24" Corr Iron Pipe	742.50	225 " "	3.30	2.50	562.50
8" " " "Perforated	698.40	720 " "	0.97	1.00	720.00
6" Porous Drain Tile	34.80	100 " "	0.35	0.50	50.00
Rock Back Fill in Place	180.00	90 Cu Yds	2.00	2.00	180.00
Cookhouse and Lodging	9643.63				7544.70
Commissary	1093.44				1229.97
PA #L Extra Clearing	175.70	1.03 Acre	[illegible]	300.00	309.00
Total	204849.57				181734.02

Total Cost	204849.57
Gross Earnings	181734.02
Net Loss	23115.55

Net Loss equals 12.7 % of Gross Earnings

E.H.Clymer

RECEIVED
AUG 17 1934
OFFICE OF
CONSTRUCTION ENGINEER

Co[illegible]nalysis to Aug 15 [illegible]6,1934

[illegible]fic Highway,Niel Creek Barron Creek,Section,Grading,Contract 1502,Prefix 15 PG.

Labor					
Labor				58065.03	
Mess House Labor				2978.58	
Supervision (Superintendent,Bookkeeper and Tk)				3418.80	
" (Wm Von Der Hellen,9 mo at $300.00)				2700.00	
State Industrial Accident Insurance				2918.25	
					70080.66
Material					
Cement	661¼	Bbls	@ 2.80	1851.50	
Mineral Aggregate	605	Cu Yds	@ 2.25	1361.25	
Metal Reinforcement	63500	Lbs	@ 0.0362	2298.70	
18" Corr Iron Pipe	916	Lin Ft	@ 1.19	1090.04	
24" " " " Bands	36		@ 1.73	62.28	
24" " " " XStr	225	Lin Ft	@ 2.43	546.75	
24" " " " Bands	8		@ 2.19	17.52	
8" " " "	720	Lin Ft	@ 0.57	410.40	
8" " " " Bands	41		@ 0.68	36.06	
6" Porous Drain Tile	100	Lin Ft	@ 0.07	7.00	
					7681.50
Equipment Rental,Supplies and Misc					
Equipment Rental				32461.40	
Gas,Oil and Grease				24060.00	
Explosives used on Excavation				33133.74	
" " " Clearing and Grubbing				1193.83	
Drill and Blast:Tools,Drill Steel,Pipe,Sharpen drill steel, Electric Power,Supplies and misc.				4350.00	
Machine Shop: Construction,Tools,Oxygen,Supplies and Misc				2526.26	
Camp: Construction,Bedding,Camp Site Rental,Supplies and Misc				899.20	
50% of the repairs on Trucks				3936.00	
50% " " " " Shovel				2593.80	
50% " " " " Cats,Bulldosers,and Scrapers				1987.00	
Freight and Express On Supplies and Parts				1787.22	
Freight and Cartage moving iin Equipment				1005.04	
Freight and Cartage moving out "				387.00	
Excavation:Tools,Supplies and Misc				3619.21	
Box Culvert and Pipe:Form Lumber,Tools,Supplies and Misc				1246.98	
Office Supplies and Misc				265.88	
Bond 1 % of Gross Earning				1729.59	
Public Liability and Insurance				669.57	
Telephone and Telegraph				335.19	
Team Hire				274.07	
Hotel and Travel Expense				1167.19	
Personal Car Expense				372.28	
Interest on Borrowed Money				825.38	
Tax on Checks and Tel calls				45.39	
Mess House Supplies				5122.75	
Commissary Supplies				1093.44	
					127087.41

Cost Grand Total 204849.57

E.H.Clymer

Cost Analysis to Aug 15 Aug [illegible]

Pacific Highway,Niel Creek Barron Creek Section,Grading,Contract 1502,Prefix 15 PG.

Remarks:

This job was started Oct 2,1933 and is now about 93 % complete.The contractor is making good progress working four five hour shifts or 20 hours per day and moving about 2000 cu yds of excavated material per day.

A 1¼ Cu Yd Shovel,5 3¼ ton trucks,1 60 gas cat and bulldoser,1 30 gas cat and bulldoser,two compressors,and 7 jackhammers constitutes the equipment on the job The contractor also has a machine shop and a blacksmith shop for sharpening drill steel on the job.

The top surface ranging from about five to ten feet in depth consisting of top soil and decomposed granite and several slides a total of about 69000 cu yds was excavated without shooting.

At the beginning of the job a heavy scarifier,bulldosers and scrapers were tried in an effort to move the class B material without shooting but it was found necessary to drill and shoot everything except the top surface and the slide material.

268750 pounds of explosives were used to shoot about 310000 cu yds of granite an average of about 0.867 pounds per cu yd.The average cost of drilling and blasting is about $0.185 per cu yd

The equipment repairs have been excessive on this job due to steep grades some of which were about 30%,heavy material,inexperienced operators hired thru Employment Bureau,and rough pioneer roads.Only 50% of the cost of repairing equipment is included in this report as the equipment rental is sufficent to cover ordinary repairs and depreciation.Also it was necessary to overhaul some of the equipment before it could be used on this job and some equipment was repaired and then moved to another job. Total repairs to date amount to $23430.00.

The average cost of excavating Class A and Class B combine is 0.417 per cu yd.Class B material can be shot and moved for about 40 % less cost than Class A. Class A material is hard enough to meet a 10% abrasion test,all other material is classified as Class B.

A Saving of about 6¢ per cu yd could pobably have been made by using a 3 yard diesel shovel,diesel cats,and dirt moving trailers pulled by 75 HP diesel cats.

E.H.Clymer

728 1500 4-34

ISSIONERS
SCOTT, CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
ICH, PENDLETON

ASYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 3, 1934.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of August first in reference to the plans for the Ashland Undercrossing, NRM 157-B.

The plans for both the Ashland and Milwaukie subways contemplate the use of an open deck. The open deck was advocated by this department in order to save the extra expense of a ballast deck. Practically all of the other subways constructed within the state have been of the open deck type.

In response to your request, however, we are in turn requesting the railroad company to provide a timber or metal sheeting. We will advise you further as soon as we are in receipt of advice from the railroad company.

Very truly yours,

C. B. McCullough
Bridge Engineer

CBM:AP

cc Mr. Baldock

R H BALDOCK

Cost Analysis Final Report July 24,1934 151B

Pacific Highway,North Ashland Section,Asphaltic Concrete Paving,Contract 1552,Prefix 15 PL.

United Contracting Co.,Contractor
P.P.Whitmore,Resident Construction Engineer

	Cost	Quantity		Unit Cost	Unit Bid	Gross Earnings
Common Excavation	1013.53	1778.12	Cu Yds	0.57	0.60	1066.87
Solid Rock Excavation	481.54	422.4	Cu Yds	1.14	1.25	528.00
Overhaul	20.68	454	Yd Sta	0.045	0.05	22.70
Truck Haul	287.95	1403.3	Yd Mi	0.20	0.22	308.73
6" Porous Drain Tile	562.42	1495	Lin Ft	0.38	0.40	598.00
Concrete Sidewalks	13.00	6.16	Sq Yds	2.11	2.25	13.86
Concrete Curbs	221.58	341	Lin Ft	0.65	0.70	238.70
Lower Subbase and Shoulders	1662.00	742	Cu Yds	2.24	2.00	1484.00
Top " " "	1055.00	515	Cu Yds	2.05	2.00	1030.00
Filler	64.90	103.5	Cu Yds	0.62	0.55	56.93
Filler Haul	47.13	206.75	Yd Mi	0.23	0.25	51.69
Class A Asphaltic Concrete	4231.00	756.5	Tons	5.59	7.70	5825.05
Class C " "	4752.00	873	Tons	5.44	7.80	6809.40
Class E " "	253.00	42.5	Tons	5.95	7.90	335.75
Surface Finish Coat	339.89	7658.5	Sq Yds	0.044	0.07	536.09
8" Perforated Pipe,Price Agreement 1	174.42	170	Lin Ft	1.03	0.90	153.00
Catch Basin,Price Agreement 2	41.90	1		41.90	36.75	36.75
Total	15221.94					19095.52

Gross Earnings	19095.52
Total Cost	15221.94
Net Profit	3873.58

Net Profit Equals 25.4 % of Cost.

E.H.Clymer

NOTED

Cost Analysis Final Report ly 24,1934

Pacific Highway,North Ashalnd Section,Asphaltic Concrete Paving,Contract 1558,Prefix 15 FL

Labor					
Labor				2445.94	
Supervision (A.B.Harr,Supt,and Timekeeper)				712.00	
State Industrial Accident Insurance				165.16	
					3323.10
Material					
Grade D Asphalt including Freight	80.5	Tons	@ $17.90	1440.95	
Mineral Aggregate (Crushed Rock)	1036	Cu Yd	@ 1.50	1554.00	
" " (Sand)	389	CU Yd	@ 1.50	583.50	
Crushed Rock,Lower Course Subbase	742	Cu Yd	@ 1.80	1335.60	
" " Top " "	515	Cu Yd	@ 1.64	844.60	
					5758.65
Equipment Rental,Supplies and Misc					
Equipment Rental				766.30	
Gas Oil and Grease				130.50	
Hired Trucks including gas,oil and grease				280.25	
Fuel Oil				390.83	
Headers				59.03	
Parts and Repairs				188.35	
SmallTools,Supplies and Misc				142.49	
Freight move in equipment				271.72	
Part of Portland Office Expense and Overhead				1150.00	
Bond				192.37	
Work done by M.C.Lininger and Son,Sub Contractor					3571.84
Common Excavation	1778.12	Cu Yds	@ 0.50	889.06	
Solid Rock Excavation	422.4	Cu Yds	@ 1.00	422.40	
Overhaul	454	Yd Sta	@ 0.04	18.16	
Truck Haul	1403.3	Yd Mi	@ 0.18	252.59	
6" Porous Drain Tile	1495	Lin Ft	@ 0.33	493.35	
Concrete Sidewalks	6.16	Sq Yds	@ 1.85	11.40	
" Curbs	341	Lin Ft	@ 0.57	194.37	
Filler	103.5	Cu Yds	@ 0.55	56.93	
Filler Haul	206.75	Yd Mi	@ 0.20	41.34	
P.A.#1,8" Perforated Pipe	170	Lin Ft	@ 0.90	152.00	
P.A.#2,Concrete Catch Basin	1		@ 36.75	36.75	
					2568.35

Cost To United Contracting Co Grand Total $15221.94

E.H.Clymer

t Analysis Final Report Ju 24,1934

Pacific Highway,North Ashland Section,Asphaltic Concrete Pavement,Contract 1552,Prefix 15 PL

Average Cost of Asphaltic Concrete in Place per Ton.Portable Paving Plant mounted on Rail Road car,1000 pound pug mixer,was used.

	Cost	Quantity	Unit Cost
Freight Move In	271.72	1705 Tons	0.159
Erect Plant	860.87	"	0.505
Grade D Asphalt Including Freight	1440.95	"	0.845
Mineral Aggregate (Crushed Rock)	1554.00	"	0.912
" " (Sand)	583.50	"	0.342
Fine Grade and Ribbons	320.32	"	0.188
Rental on Paving Plant @ 25 ¢ per ton	426.25	"	0.25
Operate Paving Plant	1293.95	"	0.759
Haul Asphaltic Concrete	454.97	"	0.267
Lay " "	918.02	"	0.538
Bond	135.06	"	0.079
Supervision and Overhead	376.35	"	0.221
Part of Portland Office and Overhead	800.00	"	0.469
Traffic Control	97.88	"	0.057
Dismantle	42.40	"	0.025
Total	9575.89		5.616

Gross Earnings on Asphaltic Concrete was	$13506.29	an average of	$7.921 per ton
Total Cost " " " "	9575.89	" " "	5.616 " "
Net Profit " " " "	3930.40	" " "	2.305 " "

E.H.Clymer

Co Analysis Final Report J y 24,1934

Pacific Highway,North Ashland Section,Asphaltic Concrete Paving,Contract 1552,Prefix 15 PL

Remarks:

This Job was started Feb 19,1934 and was completed May 26,1934.Asphaltic Concrete Paving was started on May 12 and was completed May 24.Warm dry weather was ideal for paving.

2100 lin ft of 18' Asphaltic Concrete pavement was widened and resurfaced;1150 lin ft of 36' Asphaltic Concrete Pavement was resurfaced;2700 Sq Yds of rock shoulders were constructed.

A Portable 1000 pounds per batch Paving Plant with Pug Mixer mounted on a Rail Road Car was used.This Plant had been reconditioned for the Grants Pass job in March and was in good condition.

The Asphaltic Concrete was spread and raked by hand labor methods.Employees were obtained thru the County Employment Bureau and was a fair crew.Wage scale 55 ¢per hour common labor,65¢ to $1.25 per hour for skilled labor.Two five hour shifts worked ten hours per day.Teams and Freznoes were used to move the mineral aggregate from stock pile to conveyor hopper.One Roller leased from Medford,One Roller leased from Ashland.

Summary of Paving Plant Time:

Plant Operating Time	89	hours	93%
Plant Delays	6	"	6%
Street Delays	1	"	1%
Total	96	"	100 %

1705 Tons of Asphaltic Concrete was produced in 89 hours plant operating time an average of 19.2 tons per hour.

1425 Cu Yds of Mineral Aggregate were used to produce 1705 Tons of Asphaltic Concrete an average of 0.836 Cu Yds per Ton.

Asphaltic Cement Used:

39.10	Tons	of	Asphalt	used	for	764	Tons	Class	A	an	average	of	102.3	pounds	per ton
37.75	"	"	"	"	"	871	"	"	C	"	"	"	86.7	"	" "
2.97	"	"	"	"	"	42¼	"	"	E	"	"	"	139.8	"	" "
0.64	"	"	"	"	"	34	"	Non Skid		"	"	"	37.6	"	" "

All Bid Items except the Asphaltic Concrete and the Rock Subbase and Shoulders were subbed to M.C.Lininger and Son.The Sub Contractors actual cost is not availeable atpresent.The United Contracting Co, Supervision,Bond and overhead expense amounts to 14 % of total cost.In computing cost 14% was added to the subcontractors bid price.

E.H.Clymer

157-B

July 17, 1934

Hoffman Construction Co.
715 S. W. Columbia Street
Portland, Oregon

Gentlemen:

We are sending to you today, under separate cover, fully executed copy of State Highway Contract No. 1645 which was awarded to you on July 2 for grading, paving and construction of structure abutments on the Ashland Undercrossing Section of the Pacific Highway in Jackson County.

This copy is sent to you for your records and files.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

July 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Ashland Undercrossing Section, Project No. NRH 157-B.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. W. Probert
Office Engineer

Dict. by J. N. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 157-B

ASHLAND UNDERCROSSING SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement).

Salem, Oregon, July 12, 1934

Roadwork (Sta. 8+75 to Sta. 12+25) (Low bid prices)

All Required		Clearing and Grubbing		$ 500.00
12,000	cu. yds.	Excavation, Single Classification	$ 1.40	16,800.00
23,000	yd. mi.	Truck Haul	0.20	4,600.00
130	lin. ft.	12" Concrete Pipe	1.60	208.00
2	only	Concrete Catch Basins	35.00	70.00
240	lin. ft.	Concrete Curbs	0.30	72.00
70	sq. yds.	Concrete Sidewalks	1.30	91.00
820	" "	Portland Cement Concrete Pavement	2.25	1,845.00
320	lin. ft.	Expansion Joints	0.20	64.00
440	" "	Contraction Joints	0.025	11.00
400	only	Dowels	0.20	80.00
350	lbs.	Tie Bars	0.06	21.00
120	cu. yds.	Crushed Gravel Shoulders	2.50	300.00
20	" "	Filler	1.00	20.00
20	yd. mi.	Hauling Filler	0.25	5.00
			Sub-total	$ 24,687.00
			10% Engr. & Cont.	2,468.70
			Total	$ 27,155.70

Structure (State Contract. - Low bid prices)

1,250	cu. yds.	Class "B" Concrete	$ 11.00	$ 13,750.00
14,000	lbs.	Metal Reinforcement	0.06	840.00
500	only	Drilling Dowel Holes	0.35	175.00
				$ 14,765.00

Structure (Estimated Costs of Work to be Performed by Railroad Company Forces)

210,000	lbs.	Structural Steel	$ 0.07	$ 14,700.00
100	lin. ft.	Bridge Deck	10.00	1,000.00
All Required		Constructing Shoe Fly and Maintaining Traffic		7,000.00
				$ 22,700.00

Sub-total	$ 37,465.00
10% Engr. & Cont.	3,746.50
Total	$ 41,211.50

Length of Roadwork 0.066 mile

Cost per mile, Roadwork $411,450.00

SUMMARY OF FUNDS REQUIRED

Item	Total Costs	[illegible] Funds		State Funds
Roadwork	$ 27,155.70	$ 13,877.55	(51.10%)	$ 13,278.15
Structure	41,211.50	21,060.58	(51.10%)	20,150.92
	$ 68,367.20	$ 34,938.13		$ 33,429.07

State Funds for Constr: Chap. 175, Laws 1917; Chap. 31, laws 1920
State Funds for Maint: Chap. 41, laws 1927

157-B

July 13, 1934

Hansen & Rowland, Inc.,
Washington Building,
Tacoma, Washington.

Gentlemen:

We have a request from the Hoffman Construction Company to send you a set of plans and specifications covering the Ashland undercrossing on the Pacific Highway in Jackson County. These are going forward to you today under separate cover.

Very truly yours,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM
cc Hoffman Construction Co.
715 S. W. Columbia Street
Portland, Oregon

Jim – if these have not been sent please see that they go out today.
HBG

HOFFMAN CONSTRUCTION CO.
BUILDING CONSTRUCTION
715 S. W. COLUMBIA STREET
PORTLAND, OREGON

July 12, 1934

[illegible] 193[illegible]
[illegible]SION

Oregon State Highway Commission,
Salem, Oregon.

Re: Ashland, Oregon, Undercrossing

Gentlemen:

Our bonding company agents, Hansen & Rowland, Inc., Washington Building, Tacoma, Washington, have requested that we give them a set of plans and specifications on the above project. We would appreciate it very much if you would send them a set of plans and specifications direct.

Yours very truly,

HOFFMAN CONSTRUCTION CO.

By

R

157B

July 9, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the requests contained in your letters of June 30th and July 3rd, we are enclosing herewith five copies of a statement showing the basis of the claim for piling cut-off at the unit price of $0.49 per lineal foot and, likewise, copies of the time extension granted for Contract No. 1467.

While there is no change in the constructed length of the project, we are enclosing a statement of lengths which shows the uncompleted section between Sta. 8+75 and Sta. 12+25.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 3, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Attention: Mr. Nash
Mr. Finkbiner

In our review of the final voucher for Oregon E-157-B Bear Springs-Ashland section of the Pacific Highway, we find that we have not received copies of the time extension granted Washburn & Hall on their contract No. 1467 and copies of test reports for treated lumber and piling.

The final voucher must be held in this office until this information is received.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

June 30, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to final voucher for Oregon E.C.H. project No. E-157-B, covering period to June 30, 1933, submitted in amount of $15,420.35.

It appears that the claim for piling cut-off at unit price of $0.49 per linear foot under contingencies on the bridges is under Section 3036 of the contract and as such is a valid claim. We do not find any data to indicate that the unit price represents actual cost of such piling, plus 5%.

Attention also is called to claim for white concrete traffic strip under Supplemental Agreement No. 4. Your claim is for 1,553 linear feet at $0.15. The copy of this price agreement submitted with the voucher shows a unit price of $0.04. The extension of this item at the corrected price is $62.12, instead of $232.95. This correction, however, does not affect the amount of the voucher, but you should note that the total actual cost of the undercrossing approach is reduced to $24,138.01.

The usual statement showing the length of the project as constructed has not been received. From the papers submitted for NHH 157-B it appears that no work was done between Station 8+75 and Station 12+25, and the length of the project as constructed is, therefore, less than shown in the project agreement. The final voucher cannot be recommended for payment until this and the other information mentioned above is received.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

157B

July 5, 1934

Hoffman Construction Co.
715 S. W. Columbia Street
Portland, Oregon

Gentlemen:

For use in connection with the Ashland Undercrossing grading, paving and structure abutments project which was recently awarded to you, we are transmitting herewith instructions relative to the procedure to be followed in the employing of labor for the work.

The applications for the labor lists to which reference is made in these instructions should be addressed to the National Reemployment Office, City Hall, Medford. A supply of the forms on which to make the applications is being enclosed herewith.

It is suggested that you contact the officials in charge of the employment office at once with the view of enlisting their cooperation and of acquainting yourself with their methods.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:HE

Encl.

cc Mr. E. A. Collier
Mr. P. P. Whitmore

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 2, 1934

RECEIVED
JUL 13 1934
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon U.S. Public Works project NRH 157-B, the Ashland Undercrossing section of the Pacific Highway, to the Hoffman Construction Co., Portland, Oregon.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Jwon

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM ORG JUNE 21 1934 157-B

NOTED
State Highway Engineer

W H LYNCH
BUREAU PUBLIC ROADS PORTLAND ORG

RE YOUR WIRE TWENTIETH RELATIVE OREGON NRH ONE FIFTY SEVEN B AND YOUR INABILITY TO CONCUR IN AWARD TO THEODORE ARENZ LOW BIDDER STOP RESIDENT ENGINEER REPORTS CONTRACTORS SUPERINTENDENT STILL ON JOB I FOUND SUPERINTENDENT ADOPTED RATHER BELLIGERENT ATTITUDE TOWARD PROVISIONS ESPECIALLY THOSE AFFECTING LABOR BUT ALWAYS FOUND CONTRACTOR HIMSELF REASONABLE STOP ADVISED CONTRACTOR IN WRITING UNLESS CONDITIONS IMPROVED I WOULD INSIST UPON SUPERINTENDENTS DISCHARGE STOP WOULD RECOMMEND THAT FIRM BE REINSTATED AS BIDDER ON PROJECTS FINANCED BY FEDERAL FUNDS BECAUSE THEIR WORK HAS BEEN VERY SATISFACTORY AND THEY HAVE IN PAST THROUGH THEIR EFFICIENCY PERFORMED WORK AT LOWER COST THAN MANY OTHER CONTRACTORS AND HAVE THUS HELD BID WITHIN REASONABLE ESTIMATES TO BENEFIT OF PUBLIC

R H BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONFIRMATION

WESTERN UNION

157-B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

of Public Roads
Portland, Oregon
8010-20 Oregon

June 20, 1934

R. H. Baldock
State Highway Engineer
Salem, Oregon

State Highway Engineer

REFER MY WIRE JUNE TWELFTH OREGON NRH ONE FIFTY SEVEN B ADVISING OF INABILITY TO CONCUR IN AWARD TO THEODORE ARENZ LOW BIDDER (STOP) GEORGE ARENZ HAS REPRESENTED TO MACDONALD THAT HE HAD NO KNOWLEDGE OF IRREGULARITIES UNTIL BROUGHT OUT BY INVESTIGATION AND THAT MAN RESPONSIBLE FOR THEM HAS BEEN DISCHARGED (STOP) DO YOU CONCUR IN THESE STATEMENTS AND WHAT WOULD BE YOUR ATTITUDE TOWARD REINSTATING THIS FIRM AS BIDDERS ON PROJECTS FINANCED WITH FEDERAL FUNDS

Lynch

Paid Gov't. Rate

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE 157 B

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION (21.)

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at

PR98 76 GOVT=PORTLAND ORG 20 415P

1934 JUN 20 PM 4 23

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORG=

NOTED
State Highway Engineer

REFER MY WIRE JUNE TWELFTH OREGON NRH ONE FIFTY SEVEN B ADVISING OF INABILITY TO CONCUR IN AWARD TO THEODORE ARENZ LOW BIDDER STOP GEORGE ARENZ HAS REPRESENTED TO MACDONALD THAT HE HAD NO KNOWLEDGE OF IRREGULARITIES UNTIL BROUGHT OUT BY INVESTIGATION AND THAT MAN RESPONSIBLE FOR THEM HAS BEEN DISCHARGED STOP DO YOU CONCUR IN THESE STATEMENTS AND WHAT WOULD BE YOUR ATTITUDE TOWARD REINSTATING THIS FIRM AS BIDDERS ON PROJECTS FINANCED WITH FEDERAL FUNDS=

LYNCH.

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

#1466

-B

June 19, 1934

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Gentlemen:

Receipt is acknowledged of your letter of June 18 wherein you make inquiry concerning the claim of The Billings Agency, amounting to $15.50, against the state highway contract that was awarded to Washburn & Hall for the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, State Highway Contract No. 1466.

Our file in connection with this project discloses that the bill aforementioned was settled, and that the contractors submitted a receipt from the Billings Estate showing that payment has been made.

Very truly yours,

Secretary

AJ

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
June 18, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43202 - WASHBURN & HALL to STATE OF OREGON - Bear Creek-Ashland Section of Pacific Highway in Jackson County, Oregon.
Your contract No. 1466.

Dear Sir:

Will you please advise us whether the claim of The Billings Agency, Ashland, in the amount of $13.39, which was filed against the above contract, has been released.

Thanking you for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

June 16, 1934

RECEIVED
JUN 20 1934
DIVISION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Revised P. S. & E. for Oregon U. S. Public Works project No. NRH 157-B, the Ashland Undercrossing portion of the Bear Creek-Ashland section of the Pacific Highway, 0.066 mile of grading, paving and undercrossing structure, have today been recommended for approval. This is your authority for readvertising. Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Ton

CLASS OF SERVICE DESIRED

DOMESTIC		FOREIGN	
TELEGRAM		FULL RATE CABLE	
DAY LETTER	☒	DEFERRED CABLE	
NIGHT MESSAGE		NIGHT CABLE LETTER	
NIGHT LETTER		WEEK-END CABLE LETTER	
SHIP RADIOGRAM		RADIOGRAM	

Patrons should check class of service desired, otherwise message will be transmitted as a full-rate communication

COPY

POSTAL TELEGRAPH—CABLE CO.

TELEGRAM

SALEM ORE JUNE 11 1934

W H LYNCH
DISTRICT ENGINEER BUREAU PUBLIC ROADS
NEW POSTOFFICE BLDG PORTLAND ORE

AWARD ASHLAND UNDERCROSSING HELD LAST COMMISSION MEETING PENDING ADJUSTMENT RIGHT OF WAY MATTERS STOP THESE MATTERS NOW ADJUSTED AND AM ASKING CAN YOU CONCUR IN AWARD TO LOW BIDDER THEODORE ARENZ IF YOU APPROVE WIRE CONCURRENCE AND WE WILL MAKE AWARD

R H BALDOCK

Very truly yours,

Secretary

HBG:AJ

cc Ley, Hampson & Nelson
Portland, Oregon

cc Washburne & Hall
Portland, Oregon

cc Maryland Casualty Company
Railway Exchange Building
Portland, Oregon

#1466

157-B

June 14, 1934

Hon. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

We acknowledge receipt of and thank you for your letter of June 13 enclosing copy of telegram received from Ley, Hampson & Nelson advising that the claim of the Standard Oil Company against the bond taken from Washburne & Hall in connection with their contract for the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, has been satisfied.

Very truly yours,

Secretary

HEG:AJ

cc Ley, Hampson & Nelson
Portland, Oregon

cc Washburne & Hall
Portland, Oregon

cc Maryland Casualty Company
Railway Exchange Building
Portland, Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

June 13, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a telegram received from Dey, Hampson & Nelson advising that the notice of claim by Standard Oil Company of California for $1587.13 against the bond taken from Washburn & Hall, principals, and Maryland Casualty Company, surety, for work on the Bear Creek-Ashland Section of the Pacific Highway has been satisfied.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
enc. 1

COPY

WESTERN

UNION

1934 JUN 13 AM 9 35

HON P. J. STADELMAN

SECRETARY OF STATE SALEM ORG

ON FEBRJARY NINTH NINETEEN THIRTY FOUR WE FILED CLAIM ON BEHALF STANDARD OIL COMPANY FOR FIFTEEN HUNDRED EIGHTY SEVEN DOLLARS THIRTEEN CENTS AGAINST BOND TAKEN FROM WASHBURN AND HALL AND MARYLAND CASUALTY COMPANY FOR WORK ON BEAVER CREEK ASHLAND SECTION PACIFIC HIGHWAY CONTRACT FOURTEEN SIXTY SIX STOP THIS CLAIM HAS BEEN PAID AND WE REQUEST THAT APPROPRIATE ENTRY BE MADE UPON YOUR RECORDS TO THAT EFFECT STOP PLEASE NOTIFY STATE HIGHWAY COMMISSION

DEY HAMPSON & NELSON

PATRONS ARE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING ITS SERVICE

[illegible] Cable [illegible] its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION

(39)

NEWCOMB CARLTON, PRESIDENT J. C. WILLEVER, FIRST VICE-PRESIDENT

SIGNS
DL = Day Letter
NM = Night Message
NL = Night Letter
LCO = Deferred Cable
NLT = Cable Night Letter
WLT = Week-End Letter

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at 1934 JUN 12 PM 4 41

MINUTES IN TRANSIT
FULL-RATE DAY LETTER

PR113 33 GOVT=PORTLAND ORG 12 418P

R H BALDOCK=
STATE HIGHWAY ENGINEER SALEM ORG=

REFERENCE YOUR WIRE ELEVENTH AM ADVISED BUREAU CANNOT CONCUR IN AWARD OREGON ONE FIFTY SEVEN B TO THEODORE ARENZ STOP SINCE SECOND LOW BID SO MUCH HIGHER THAN ARENZ BID SUGGEST CONSIDER READVERTISEMENT=

LYNCH.

File: NRH 157-B

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Don

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.______

POST OFFICE BUILDING
PORTLAND, OREGON

June 2, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the questions regarding the method of computing lengths in your letter of May 22nd, on Oregon U. S. Public Works project No. 157-B, Ashland Undercrossing section of the Pacific Highway.

As the length of a project is measured along its center line, the length of the roadwork and the total length of the project on a project involving an undercrossing are the center line length of the highway within the limits of the project. The length of the structure is shown as 0.000 miles as its center line intersects the highway center line in a point and has no length in a direction parallel to the highway.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

don

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Plans, specifications and estimate for Oregon U. S. Public Works project No. NRH 157-B, the Ashland Undercrossing portion of the Bear Creek-Ashland section of the Pacific Highway, 0.066 mile of grading, paving and undercrossing structure, have today been recommended for approval. This is your authority for advertising. Prompt submission of the agreement estimate and bid tabulation will be appreciated.

Our recommendation for approval is subject to the following condition, as discussed with representatives of your organization: That the portion of the work to be done by the railway company will be prosecuted in accordance with Mr. MacDonald's memo dated January 31, 1934, copy of which was sent to you on February 8, 1934.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

REFERRED TO
Probert
By State Highway Engineer

157-B

May 31, 1934

Mr. W. L. Hack
c/o Southern Pacific Company
Dunsmuir, California

Dear Sir:

In reply to your letter of May 26th, this will advise that funds are now available for the construction of the new undergrade crossing north of Ashland, and that bids for the part of the work which is to be performed by the State Highway Commission are to be received on June 7th.

We presume that the contractor will be ready to begin work shortly after June 15th, but we have stated in our contract that he cannot begin work until your company has installed its shoofly track and removed the rails from the present track.

A copy of the plans and specifications for our part of the work are being sent to you, under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

S-2103

Southern Pacific Company

Dunsmuir, California,

May 26th, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Mr. Baldock:

Referring to the new undergrade highway crossing north of Ashland:

May I ask as to whether or not this is now definitely going ahead with the necessary money available.

Also, would like to ask as to what date you figure the contractor will actually commence work on the structure.

Yours very truly,

W. L. Hack

REFERRED TO
~~McCullough~~ Robert
By State Highway Engineer

May 22nd, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Ashland Undercrossing Section, Project No. NRH 157-B.

Five bid proposals for the roadwork and five blueprint copies each of plan sheets numbers 2, 2-B and 3-A are being sent under separate cover. Sheets 2-B and 3-A are additional sheets prepared to show the roadway details at the undercrossing and sheet 2 has been revised to show the roadway and structure quantities. The superstructure is to be constructed by the Railway Companies forces. The roadwork and abutments for the structure are to be constructed by the State.

Three copies of an order issued by the Public Utilities Commissioner concerning the construction of the undercrossing are being enclosed herewith.

Reference is made to the manner of computing the lengths of the roadwork and structure on a project where an undercrossing is involved. From your letter of May 15, 1934, in connection with a similar condition on Project No. NRH 168-J, it appears that you prefer to not consider roadwork as a part of the structure and this method seems desirable to us as well. However, one of the reasons that a portion of the roadwork has been considered as a part of the structure has been for the purpose of establishing a length for the structure, and we will appreciate your opinion concerning the method of computing the length of roadwork, length of structure and the total length of project when no roadwork is included as structure.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER
Encl.

Oregon State Highway Department

National Recovery Highway Project No. NRH 157-B

ASHLAND UNDERCROSSING SECTION OF

THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans. Not as basis for project agreement)

Salem, Oregon, May 21, 1934

Roadwork (Sta. 8+75 to Sta. 12+25)

All Required		Clearing and Grubbing		$ 200.00
12,000	cu. yds.	Excavation, Single Classification	$1.00	12,000.00
23,000	yd.mi.	Truck Haul	0.15	3,450.00
130	lin. ft.	12" Concrete Pipe	1.50	195.00
2	only	Concrete Catch Basins	20.00	40.00
240	lin. ft.	Concrete Curbs	0.70	168.00
70	sq. yds.	Concrete Sidewalks	1.40	98.00
820	" "	Portland Cement Concrete Pavement	2.10	1,722.00
320	lin. ft.	Expansion Joints	0.25	80.00
440	" "	Contraction Joints	0.06	26.40
400	only	Dowels	0.25	100.00
350	lbs.	Tie Bars	0.05	17.50
120	cu. yds.	Crushed Gravel Shoulders	1.50	180.00
20	" "	Filler	0.50	10.00
20	yd. mi.	Hauling Filler	0.20	4.00
			Sub-total	$18,290.90
			10% Engr. & Cont.	1,829.09
			Total	$20,119.99

Structure (Work to be Performed by State)

1,250	cu. yds.	Class "B" Concrete	$15.00	$18,750.00
14,000	lbs.	Metal Reinforcement	0.05	700.00
500	only	Drilling Dowel Holes	0.30	150.00
				$19,600.00

Structure (Work to be Performed by Railroad Company)

210,000	lbs.	Structural Steel	$0.07	$14,700.00
100	lin. ft.	Bridge Deck	10.00	1,000.00
All Required		Constructing Shoe fly and Maintaining Traffic		7,000.00
				$22,700.00
			Sub-total	$42,300.00
			10% Engr. & Cont.	4,230.00
			Total	$46,530.00

Length of Roadwork 0.066 mile

Cost per mile, Roadwork $304,848.33

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRH Funds	State Funds
Roadwork	$20,119.99	$ 6,037.51	$14,082.48
Structure	46,530.00	13,962.49	32,567.51
	$66,649.99	$20,000.00	$46,649.99

FORM 8-2-1 14753 1500 4-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

1-7-B2

May 21, 1934.

Mr. E. L. King,
Superintendent
Southern Pacific Co.,
Portland, Oregon.

Attention Mr. Fred Feikert

Dear Sir:

Receipt is acknowledged of the exhibit for the Ashland Undercrossing which we have forwarded to the Bureau of Public Roads today, as per the attached letter of transmittal.

It is my understanding that you are going to get similar data in reference to the Milwaukie Crossing.

We would like this material as soon as possible as we plan on advertising our portion of both structures on June seventh.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP
Enclosure

cc R.H.Baldock

NOTED
State Highway Engineer

SOUTHERN PACIFIC COMPANY
Portland, Oregon.

In reply
refer to 322

May 16, 1934.

Mr. C. B. McCullough
Assistant State Highway Engineer
Salem, Oregon.

Dear Sir:

Your letter of May 3rd in regard to Ashland undergrade crossing:

For the purpose of furnishing data requested by the Bureau, I am enclosing one print each of drawing 13774, sheets 1 and 2, order diagram for girder and foundation plans for abutments; also, pamphlet of common standard specifications No. 1017, steel railway bridges, and one white print of common standard drawing for 90' thru plate girder. This covers right angle crossing but is the nearest thing that we have in the way of shop drawing for special girder. In ordering steel, we submit to the manufacturer order diagram, same as drawing 13774, sheet 1, and the manufacturer prepares shop drawings, which will be furnished later if you require it.

I am obtaining five additional copies of each which I will send you in the next two or three days but am forwarding these in advance to see if they will meet the requirements.

Since it was convenient, Mr. Feikert showed these plans to Mr. Tom Davis of the Bureau and he thought they would fell the requirements of the Bureau.

If these are satisfactory, I will obtain and furnish six each of similar plans and specifications for the Milwaukie project.

Yours truly,

E. L. King, (signed)

COPY

FORM S-K-1 14821 1500 3-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

May 19, 1934

OR-157B

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith we hand you copy of order issued by the Public Utilities Commissioner in the matter of the undercrossing of Southern Pacific Company's tracks at the north city limits of Ashland.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza

J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW
cc C. B. McCullough
S. H. Probert

OFFICE OF THE

PUBLIC UTILITIES COMMISSIONER OF OREGON

STATE OF OREGON)
) SS
COUNTY OF MARION)

I, JOHN J. HANLON, Secretary to the Public Utilities Commissioner of Oregon, and custodian of his seal, do hereby certify that I have carefully compared the annexed copy of ORDER with the original thereof, filed in the office of the said Public Utilities Commissioner of Oregon and that it is a full, true and correct transcript therefrom and of the whole thereof.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the seal of the said Public Utilities Commissioner of Oregon in his office at Salem, Oregon, this 19th day of May, 1934.

John J. Hanlon
Secretary
PUBLIC UTILITIES COMMISSIONER OF OREGON

P.U.C. OREGON ORDER NO. 2255

BEFORE THE PUBLIC UTILITIES COMMISSIONER OF OREGON

In the matter of the application of)
the STATE OF OREGON through its STATE)
HIGHWAY COMMISSION for an order permit-)
ting and authorizing a crossing of the)
Pacific Highway under the tracks of)   F-1694
Southern Pacific Company at a point)
near the north city limits of the City)
of Ashland.)

On October 5, 1933 Order No. 2154 was entered, authorizing the alteration and construction of the undergrade crossing herein proposed in accordance with the plans advanced by the railroad company and ordered an allocation of the costs of said improvement to be made on a basis of fifty per cent (50%) to the petitioner, the Oregon State Highway Commission, and fifty per cent (50%) to the Southern Pacific Company.

Due to the receipt of numerous protests against the plans adopted by said order and subsequent negotiations between and studies made by the Highway Commission and railroad company of revised plans of the said proposed improvement and the allocation of the costs thereof, the commission on January 2, 1934 entered Supplemental Order No. 2205, withdrawing and revoking Order No. 2154 originally entered herein, and the proceeding was reopened for further investigation and determination.

Agreement having been reached between the Oregon State Highway Commission and the Southern Pacific Company and joint motion and stipulation in accordance therewith having been made, the commissioner now makes and enters its findings and order as follows:

FINDINGS

That jurisdiction in this matter is conferred upon the commissioner by Section 62-703, Oregon Code, 1930;

That in the interest of the public necessity, safety and convenience the construction of the said undergrade crossing at the site and on the location proposed by the original petition of the Oregon State Highway Commission, as shown in this record and made a part of said Agreement (marked "Exhibit A"), is desirable and necessary;

That the design, preparation of plans, work, construction, maintenance, operation and all other details in connection with the said undergrade crossing, highway and structures appertaining thereto, also, the allocation of the costs thereof, shall be in accordance with the terms and conditions of the Agreement between the parties hereinbefore referred to, a true copy of which said Agreement being appended hereto and made a part hereof.

ORDERED, THEREFORE, that the undergrade crossing as aforesaid shall be constructed and the costs thereof be allocated as in the findings hereinbefore set out, which said findings by this reference are made a part hereof.

Dated at Salem, Oregon, this 15th day of May, 1934.

CHARLES M. THOMAS

Commissioner of Public Utilities
of Oregon

ATTEST:

JOHN J. HANLON

Secretary.

AGREEMENT

THIS AGREEMENT, made and entered into this 20th day of April, 1934, by and between SOUTHERN PACIFIC COMPANY, a corporation, first party, herein called "Railroad", and STATE OF OREGON, by and through its State Highway Commission, second party, herein called "State";

WITNESSETH THAT:

1. Railroad hereby grants to the State, subject to the conditions and limitations hereinafter contained, the right to construct, maintain, and use a highway over and across Railroad's right of way and beneath its tracks and appurtenances now or hereafter existing thereon by means of a concrete and steel subway upon that certain piece or parcel of land lying and being in the County of Jackson, State of Oregon, which said parcel of land is more particularly described as follows, to-wit:

> A parcel of land lying and being in the Northeast Quarter (NE¼) of the Northwest Quarter (NW¼) of Section 5, Twp. 39 South, Range 1 East, W. M., Jackson County, Oregon, said parcel being described as follows:
>
> Beginning at a point in the northeasterly line of the right of way of the Southern Pacific Company that bears South 73° 23' West 846.9 feet from the north quarter corner of said Section 5, said point being also 100 feet northeasterly at right angles from the center line of main track of said Southern Pacific Company at Survey Station 1098+49.2, and also 50 feet southwesterly at right angles from the newly located center line of the Oregon State Highway, Ashland to Talent, at Survey Station 13+45.6; thence South 29° 09' East parallel with said center line of highway 334.79 feet; thence southeasterly concentric with said center line of highway on a curve to the left of radius of 1482.5 feet (long chord of said curve bears South 31° 40' 20" East 130.46 feet) to a point in the southwesterly line of the right of way of the Southern Pacific Company; thence along said line of right of way on a curve to the right of radius of 3337.78 feet (long chord of said curve bears South 50° 44' 30" East 121.39 feet) to a point; thence South 49° 42' East along said southwesterly line of right of way 34.66 feet to a point in the West line of Donation Land Claim No. 38 distant thereon North 0° 01' West 1162.56 feet from the southwest corner of said Land Claim; thence North 0° 01' West along said west line of Land Claim 102.72 feet to a point distant 50 feet northeasterly at right angles from said located center line of highway; thence northwesterly concentric with said located center line on a curve

to the right of radius of 1382.50 feet (long chord of said curve bears North 33° 00' 50" West 186.35 feet) to a point; thence parallel with said located center line North 29°09' West 145.74 feet to a point in said northeasterly line of right of way of Southern Pacific Company; thence along said northeasterly line of right of way on a curve to the left of radius of 3537.78 feet (long chord of said curve bears North 56° 48' 45" West 183.67 feet) to a point; thence North 58° 18' West along said northeasterly line of right of way 30.22 feet to the point of beginning, containing 1.060 acres, more or less.

The location of said piece or parcel of land is shown tinted blue on the photostat hereto attached, marked Exhibit "A", and made a part hereof.

2. Said subway upon and across said right of way shall be constructed in accordance with plans and designs which shall be prepared by Railroad and shall be subject to the approval of State, the Public Utilities Commissioner of the State of Oregon, and the United States Bureau of Public Roads.

3. State shall at its own cost and expense

(a) excavate the section of the highway across the railroad right of way and immediately adjacent thereto not heretofore excavated, which excavation shall be done to the standard highway roadbed width, grade, alignment, and excavation slopes, except as modified by the necessity for conforming to the abutments for the subway structure;

(b) do all excavation work necessary for the abutments to the subway structure and construct the concrete abutments for the said subway structure.

The work herein provided to be done by the State shall be done either by contract or by state forces in whole or in part, as the State may elect.

4. Railroad shall furnish all labor, materials, tools, and implements, and perform, on a force account basis, the following work:

(a) Construct and install shoofly track necessary and required for the maintenance of traffic during the period of construction of the subway and shall remove said shoofly track upon the completion of the said subway; provided, however, that the trestle for the said shoofly track shall be subject to approval by the State as to vertical clearance, length of trestle spans, and location of trestle bents, and factors and elements of public safety upon the highway shall be subject to approval by the State where the said trestle crosses the existing highway approaching to and passing under the existing undercrossing structure;

(b) Construct the said subway, including the deck thereof and such necessary removal and replacement of the railroad main line tracks, ties, and ballast as may be required for the construction of the subway structure;

(c) Reconstruct, relocate, and rearrange any signal, telephone, telegraph, or other pole or wire lines on Railroad's right of way required to provide necessary clearances for said subway;

(d) Make such repairs and restoration of tracks during construction and furnish such inspectors, engineers, and superintendents as may be deemed necessary to supervise the prosecution of the work required in this agreement to be done by Railroad.

5. All expenses incurred by Railroad in connection with the construction of said subway and which are herein defined as being chargeable to the cost of the subway shall be the amounts actually and necessarily expended or incurred by Railroad in connection with labor, equipment, and materials used, furnished, or expended in the performance of said work to be done in fulfillment of its obligations hereunder, plus commercial tariff freight charges in accordance with rates published and in effect on all materials in the job from the most reasonable and economical point of securing said materials and hauled over the most economical routes, class and quality of materials considered. Ten (10) per centum of all labor charges incurred by Railroad for work done by its own forces shall be added to provide for compensation for supervision and overhead. It is understood and agreed, however, that all bills for expenses incurred by Railroad shall be subject to approval by the State as to accuracy and propriety and as to being in accordance with the regulations of the Bureau of Public Roads pertaining to cooperation in the construction of subway undercrossing structures of the nature covered by this agreement. It is understood and agreed that State shall apply to the United States Bureau of Public Roads for Federal cooperation under the National Industrial Recovery Act, and that the work shall be carried on by Railroad under the Bureau of Public Roads' regulations as to Federal cooperation. It is

further understood and agreed that Railroad will submit detailed estimates of cost of the various items of work to be done, including supporting cost analysis data, and will submit bills supporting the expenditures on the work in such form as may be required by the State in order to secure reimbursement from the Federal Government. It is the intention that in general and in so far as the method is applicable the estimates of cost and submission of bills shall be handled upon the same basis as was followed by Railroad in the construction of the Lakeside undercrossing on the Coast Highway in Coos County during the year 1929, and it is the further intention and understanding that Railroad shall limit its expenditures on the work to items covered by the detailed estimate of cost hereinabove referred to. This agreement is predicated upon the Federal Government participating to the extent of 100% in the cost of the work herein provided to be done by Railroad under the terms of the National Industrial Recovery Act and regulations issued thereunder, and in the event that the said work and this agreement are not approved by the Bureau of Public Roads as satisfactory for such cooperation then and in that event this agreement shall be of no force and effect.

6. At the close of each month during progress of construction work settlement shall be made between State and Railroad whereby all expenses incurred by Railroad for items (a) to (d), inclusive, set forth in Section 4 hereof shall be paid by State to Railroad, subject to the conditions and limitations of Paragraph 5; the intent being that the entire cost of constructing said subway shall be borne by the State, except the ordinary track maintenance of the shoofly track and the cost of such watchmen as may be deemed necessary by the Railroad to safeguard property and the movement of trains, which said expense shall be borne by Railroad. It is further understood that in no event whatsoever shall the total cost to be borne by State for the work herein provided to be done by Railroad exceed the sum of $22,800.00.

7. After the completion of the work herein contemplated the cost of maintenance of the grade separation shall be borne as follows: (1) Railroad shall bear the cost of maintenance of the structure, which includes the girders, deck, and track structure, and the abutments thereto; (2) State shall bear the cost of the maintenance of the highway roadbed, slopes, pavement, surfacing, shoulders and drainage.

8. The books, papers, records, and accounts of Railroad and State, in so far as they relate to the items of expense for labor or materials, or are in any way connected with the work herein contemplated by this agreement to be paid for by the parties hereto, shall at all reasonable times be mutually open to the inspection of the agents and representatives of Railroad and State.

9. In the event that any work upon or in connection with the excavation work herein provided to be done by State shall be let to contractors by State, such contractors before beginning work shall enter into a written agreement with Railroad satisfactory to it and indemnifying Railroad from any and all claims, demands, loss, and liability growing out of the performance of the work to be done by such contractors, and such contractors shall furnish at no expense to Railroad a good and sufficient bond in the amount of $10,000.00, of a reliable surety company, in form and conditions satisfactory to Railroad, guaranteeing the true and full performance of all the terms, conditions, and stipulations contained in said agreement to be entered into with Railroad by said contractors, as in this paragraph provided. Should State at any time abandon said highway, Railroad shall have the right to resume and retake exclusive possession of its said right of way hereinabove described, and thereafter in the event that Railroad should desire to vacate said crossing as a public highway crossing the same shall be done upon petition to and order of the Public Utilities Commissioner of the State of Oregon, or such other board or commission as may have jurisdiction thereof, and in compliance with the terms and conditions of such order or orders as may be issued.

10. Nothing herein contained shall impair or restrict the right of first party to at any time or times construct, maintain, use and operate on the present or other grade existing or additional railroad tracks and appurtenances thereto, including water and fuel pipe lines and conduits and telephones and telephone, telegraph, signal, power, and other electric lines and other facilities upon, along, or across any and all parts of said land herein described, all or any of which may be freely done at any time or times by Railroad, or its successors, without liability to State or any one else for compensation or damage, provided, however, that in no event shall such work be done so as to obstruct or prevent the full and free flow of highway traffic upon the highway, nor shall any such work be allowed or permitted to introduce danger or hazard to the said highway traffic.

11. State shall not grant or consent to any franchise, right, privilege, or easement upon, over, or under Railroad's right of way of a private and non-public purpose. It is not the intention hereby to limit the right and privilege granted by the statutes of the State of Oregon to telegraph, telephone, and power companies to erect, operate, and maintain lines, poles, and wires along the public highways of the State of Oregon, and the said rights and privileges shall apply to the parcel of land hereinabove described, provided, however, that any such telephone, telegraph or power lines shall be constructed in accordance with the requirements of Railroad as to standards of construction and workmanship and quality of materials.

12. State or Railroad at the expense of the State shall record this agreement in the office of the Recording Officer of the County of Jackson, State of Oregon.

13. This instrument is subject to all valid and existing contracts, leases, liens, or encumbrances which may effect the said property hereinabove described, and the word "grant" as used herein shall not be construed as a covenant against the existence of any thereof.

14. This agreement shall inure to the benefit of and be binding upon the successors and assigns of the Railroad and upon the successors in interest of the State.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed in triplicate by their officers thereunto duly authorized, and their corporate seals to be hereunto affixed, as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY,

(SEAL)

By J. H. Dyer
Vice President

Attest D. P. Ewing
Assistant Secretary

STATE OF OREGON, by and through its State Highway Commission

(SEAL)

By L. M. Scott
As Chairman

By ________________
As Commissioner

ATTEST:

By Carl G. Washburne
As Commissioner

H. B. Glaisyer
Secretary

Countersigned

F. L. McCAFFERY
General Auditor

Per J. L. Duing

Form Approved:

____
Contract Attorney

#1466

157-B

May 10, 1934

E. C. Hall, Contractor
First National Bank Bldg.
Eugene, Oregon

Attention: Harry Thomas

Dear Sir:

This acknowledges receipt of your letter of May 8 enclosing your receipt from Ralph Billings, Administrator of the G. F. Billings Estate, acknowledging payment of that estate's claim against you arising out of your contract for the Bear Creek-Ashland project.

Wish to thank you for this information. We are correcting our records in conformance therewith.

Claimants against contractors usually are very prompt in filing their claims in this office but they forget to notify us when their claims have been satisfied. Evidently that is what happened in the present instance. Not knowing that the claim had been paid we included it in our letter to the bonding company in which we furnished them certain information concerning this project in response to their request.

I am returning herewith the receipt as requested by you.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

COPY OF RECEIPT FURNISHED WASHBURN & HALL BY RALPH
BILLINGS, ADMINISTRATOR OF G. F. BILLINGS ESTATE

Ashland, Oregon, Feb. 14, 1934

RECEIVED OF WASHBURN & HALL (check) ____________$14.40

FOURTEEN AND 40/100----------------------------DOLLARS

For claim of G. F. Billings a/c damage sustained on contract job Bear Crk.-Ashland Unit of Pacific Highway.

ESTATE OF G. F. BILLINGS, Deceased
By RALPH BILLINGS
No. 5[illegible]13 Administrator

check to show that we paid $14.40 to settle their claim in full.

Very truly yours

E. C. HALL
Harry Thoms

P. S. Please return enclosed receipt.

RECEIVED
MAY 10 1934
OREGON
STATE HIGHWAY COMMISSION

E. C. HALL
CONTRACTOR
First National Bank Building
EUGENE, OREGON

May 8 1934

Oregon State Highway Commission
Salem Oregon.

Mr H. B. Glaisyer:

We have a letter from our bonding Company stating that you advised them on May 3, 1934 that the claim for damages by the Billings Agency of Ashland against our bond for the Bear Creek-Ashland job is still pending.

We have a receipt dated Feb. 14, 1934 and also our cancelled check to show that we paid $14.40 to settle their claim in full.

Very truly yours

E. C. HALL

Harry Thoms

P. S. Please return enclosed receipt.

RECEIVED
MAY 10 1934
OREGON
STATE [illegible]

157-B

May 4, 1934

Mr. Frank J. Van Dyke
City Attorney
Ashland, Oregon

Dear Sir:

The arrangements with the Southern Pacific Company with reference to the construction of the Ashland undercrossing are now about complete. As soon as the necessary papers are drawn up, they will be presented to the Public Utilities Commissioner with the request for an order.

We are hoping that we will be able to contract the piers for this structure on June 7. The railroad company will erect the remainder of the structure itself.

I am sorry that this matter has dragged along for so long a time, but assure you that we have done everything in our power to expedite this construction.

Very truly yours,

State Highway Engineer

RHB:HI

CITY COUNCIL
Guy Applewhite
O. T. Bergner
W. E. Blake
G. W. Gregg
F. A. Taylor
G. E. Wenner

CITY OF ASHLAND

Jackson County, Oregon

Member
LEAGUE OF OREGON CITIES
MUNICIPAL FINANCE OFFICERS' ASSOCIATION
OF THE UNITED STATES AND CANADA

THORNTON S. WILEY, Mayor

J. Q. Adams,
City Recorder
F. J. Van Dyke,
City Attorney
G. G. Eubanks,
City Treasurer
C. P. Talent,
Chief of Police

May 3, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Mr. Baldock:

The City of Ashland is anxious to ascertain the present status of the undergrade crossing at the northern limits of the City of Ashland.

It was the understanding of the City that your office and the Southern Pacific Company had arrived at some basis of settlement, but as the construction of our new highway at the northern limits of the City has already been started, we are naturally anxious to learn whether there is any immediate propect of the undergrade crossing also being finished.

Thanking you for any information which you may furnish us in this regard, I remain

Very truly yours

Frank J. Van Dyke
Frank J. Van Dyke
City Attorney

FJV
lvs

RECEIVED

#1466

157-B

May 3, 1934

Hansen & Rowland, Inc.
Washington Building
Tacoma, Washington

Attention: F. Tunnard,
Surety Bond Department

Gentlemen:

Reply is made to your communication of May 1 regarding unpaid claims against Washburn & Hall in connection with contract No. 1466 covering grading and paving on the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

According to our records the following claims are outstanding against this contract:

The Billings Agency, Ashland - For Damage	$ 15.50
Standard Oil Company - For Supplies	1,587.13

Yours very truly
STATE HIGHWAY COMMISSION

By

JM:MC

Secretary

RECEIVED
MAY 2 - 1934
OREGON
STATE HIGHWAY COMMISSION

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT.

CABLE ADDRESS "MARCASCO"
PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE
HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
May 1, 1934.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43202 - WASHBURN & HALL to STATE OF OREGON - Bear Creek-Ashland Section of Pacific Highway in Jackson County, Oregon.
Your contract No.1466.

Dear Sir:

Will you please advise us if there are any unpaid claims now filed against the above contract, and if so, the amount of each claim and who filed the same.

Thanking you in advance for this information, we are

Yours very truly,

HANSEN & ROWLAND, Inc.

By F. Tunnard
Surety Bond Department.

FT

The [illegible] $13.39 [illegible]
Standard Oil Co. $1,587.13 [illegible]

PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND, INC., NOT TO INDIVIDUALS.
CASUALTY INSURANCE AND SURETY BONDS

157-B

May 3, 1934.

NOTED
State Highway Engineer

Mr. J. M. DeSouza:

Herewith communication from E. L. King, Superintendent of the Southern Pacific Company, transmitting in triplicate agreement for Southern Pacific Ashland Undercrossing.

It is my understanding that you will take care of having these agreements executed, and will proceed to secure the necessary order by stipulation so that we can advertise this structure for contract.

C. B. McCullough

CBM:AP
cc Mr. Baldock

#146

157-B

March 1, 1934

P. J. Stadleman, Secretary of State
CAPITOL BLDG.

Dear Sir:

This will acknowledge receipt of your letter of February 27 inclosing three copies of a notice of claim filed in your office by the Standard Oil Company of California against Washburn & Holl representing goods, wares and merchandise consisting of petroleum products in the amount of $1,587.13 furnished in connection with the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

In accordance with our usual practice, we are today forwarding copies of such notice to the contractor and his surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jm

March 1, 1934

Maryland Casualty Company
Rodgers Hart Banks Co., Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the Standard Oil Company of California for petroleum products in the sum of $1,587.13 furnished to Washburn & Hall in connection with state highway contract No. 1466 for the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

This information is given you since you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Washburn & Hall
c/O E. C. Hall
Eugene, Oregon

1466

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
MAR 1 - 1934

February 27, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Standard Oil Company of California for $1587.13 against the bond taken from Washburn & Hall, principal, and Maryland Casualty Company, surety, for work on the Bear Creek-Ashland Section of the Pacific Highway, contract No. 1466. This claim was received from Dey, Hampson & Nelson, Attorneys, Portland, Oregon, and filed on February 9th.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

TO THE STATE OF OREGON and to the
SECRETARY OF STATE thereof:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise consisting of petroleum products in the sum of One Thousand Five Hundred Eighty Seven and 15/100 Dollars ($1,587.15) against the bond taken from Seymour Washburn and Ernest C. Hall, copartners doing business as Washburn & Hall, principals, and Maryland Casualty Company, surety, for the work of constructing or improving the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, Oregon, State of Oregon Contract No. 1466.

Dated February 7, 1934

STANDARD OIL COMPANY OF CALIFORNIA

By W. L. Muncy (signed)

Endorsed: File No. 2400
Filed February 9, 1934
P. J. STADELMAN
Secretary of State

FORM S A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-10

February 5, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Specifications are being prepared for the Ashland Undercrossing Project.

Final records show that 11,620 yards are left to be excavated from the crossing. A study of the final cross sections indicate that about 5,000 yards can be disposed of by widening the existing project 2 ft. on each side, further widening would seem objectionable on account of channel changes and making the fills look unbalanced.

Will you kindly advise where the remainder of the material can be disposed of to some benefit to the highway system. Consideration should be given to extending the project towards Talent, although it is somewhat objectionable to start arguments over this project until it can be finished.

The suggestion has also been made that possibly that material could be disposed of south of Ashland on the Siskiyou Mt. Project, but this will necessitate rebalancing that line and it is rather objectionable. Your early advice on this will be appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith,
Construction Engineer.

157-B
~~170~~

January 30, 1934

Memorandum of Conference held in Office of State Highway Department with Mr. Feickert and Mr. Fair of the Southern Pacific Company.

NOTED
Highway Engineer

On the above date Mr. Feickert and Mr. Fair, representing the Southern Pacific Company met with me in my office and discussed the plans and other details in reference to the grade separation on the Pacific Highway north of Ashland.

Mr. Feickert is in receipt of a communication from Mr. Kirkbride, Chief Engineer of the Southern Pacific lines to the effect that they would approve the plans originally submitted by this department with certain additions thereto, the same being certain buttress walls to stiffen the reinforced concrete columns laterally, but that they would much prefer a design embodying a reinforced concrete counterforted abutment in lieu of the post and girder approaches provided for in our plans.

The railroad company submitted a sketch plan of the type of design which they would prefer, and Mr. Kirkbride states that it is his opinion that this type of design can be constructed just as cheaply as ours.

In reference to the changes in our design suggested in Mr. Kirkbride's communication, it is my opinion that these are warranted and should be made. They add very little to the expense and are probably entirely justified from the standpoint of convenience in railroad operation.

In reference to Mr. Kirkbride's statement that the counterforted design can be built as cheaply as the design which was submitted by this department, it appears that our figures made some time ago do not check with this but indicate a considerable increase in cost for the counter-forted abutment type.

Considerable discussion was also had in reference to the method of handling the work. As a result of this conference, I submitted the following offer to the railroad company's engineers:

1. That as regards procedure, we would be willing to accept the recommendations of the railroad company in their entirety, these recommendations being as follows:

(a) That the state should contract for the erection of the substructure.

(b) That the railroad company should purchase the steel girder and erect the same, and should also drive the false work for said girder and remove the same at the completion of the work. The railroad company should also do the necessary track work.

The above is the procedure recommended by the railroad company, and I agreed to this with one proviso or stipulation, to-wit: That the railroad company should furnish us an estimate of cost of the above work and should guarantee it within ten per cent. In other words, that we should be assured that the work would not over-run to exceed ten per cent in cost in order that we might be safe in our allocation of funds. With the one exception, to-wit: the stipulation last referred to in regard to guaranteed estimates, I think that we are in entire agreement as regards procedure.

2. In reference to plans, I made the following offer: That the State Highway Department do one of three things, to-wit:

(a) Make the changes suggested in our original plans and proceed under the N.R.A., the entire cost to be paid for out of N.R.A. funds.

(b) Take alternate bids on a counter-forted design prepared by the railroad company, with the understanding that the railroad company would absorb the additional cost if there appeared to be an increased cost in the design submitted by them.

(c) Take the entire project out of N.R.A. funds and proceed with state funds under the statute which provides for a 50-50 distribution in cost, in which event we would accept any design submitted by the railroad company which provided for the requisite highway clearances.

The preparation of this memorandum is to set forth all of the facts and it is our understanding that these will be presented by Mr. Feickert and Mr. Fair to their principals, and by me to Mr. Baldock and Mr. Devers for confirmation or for any additional negotiations that appear necessary.

Memorandum, #3 January 30, 1934.

In connection with the maintenance of railroad traffic, it appears that the building of a shoofly presents certain advantages as compared with the maintenance of traffic over the structure during construction. It is my understanding that the railroad company's engineers are going to investigate this further, but the matter should be definitely settled before the project gets to the contracting stage as it will make a material difference in the contractor's bid. In fact, the method adopted for handling railway traffic will materially modify all of the conditions of the job.

It is our understanding that these matters will be discussed by both parties with their principals and a definite understanding arrived at at the earliest possible date.

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

CONTRACT #1466,
1467, 1645,

PR 157-B Bear Creek-Ashland Sec. 1933
1466
1467 - 1645 Folder # 1

#1466

157-B

December 23, 1933

Maryland Casualty Company
c/o Rodgers Hart Banks Co., Agents
Railway Exchange Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter we have received today from Jacobsen-Jensen Co. stating that their claim against Washburn & Hall in connection with State Highway Contract No. 1466, grading and paving Bear Creek-Ashland Section of Pacific Highway, has been paid in full.

Very truly yours

Secretary

HBG;AJ

cc Washburn & Hall
225 N. E. 39th St.
Portland, Oregon

December 23, 1933

Jacobsen-Jensen Co.
317 N. E. Stanton St.
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of December 21 advising that Washburn & Hall paid your claim of $687.00 in full.

We thank you for this information. In accordance therewith, we are correcting our records on this job.

Very truly yours

Secretary

HES:AJ

Phone GArfield 3313

JACOBSEN-JENSEN CO.
General Contractors
517 N. E. Stanton Street
PORTLAND, OREGON

Dec.21,1933.

Oregon State Highway Commission,
State Building,
Salem,Oregon.

Gentlemen:

This is to advise you that Washburn & Hall,have paid our claim in full $687.00,for which we had filed a claim on the on the Bear Creek Ashland Section of the Pacific Highway, on October 18th last.Kindly remove our claim from their Sureties.

Thanking you for the above, we are

Very truly yours,

Jacobsen-Jensen Company,
By Jacob Jensen
President.

---

claim.

I would suggest that you write to Mr. E. C. Hall, the other member of this firm, regarding this matter. His address is Room 17, First National Bank Building, Eugene.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

#1466

157-B

December 9, 1933

Mr. G. F. Billings
Ashland, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 8th regarding your claim against Washburn & Hall in the sum of $13.39 representing damages to your property by reason of the operations of Washburn & Hall in connection with their contract No. 1466 covering construction work on the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

In connection with this project Washburn & Hall were required to furnish a bond for the protection of all labor, material and other claims incurred against the work. We offer this bond to you for your protection. This bond was written by the Maryland Casualty Company thru their Portland agents, Rodgers Hart Banks Company, whose offices are in the Railway Exchange Building.

No doubt, you are aware of the fact that Mr. Washburn died some time ago and this may account for the fact that your claim has not been settled heretofore, provided the contractor considers it to be a legitimate claim.

I would suggest that you write to Mr. E. C. Hall, the other member of this firm, regarding this matter. His address is Room 17, First National Bank Building, Eugene.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

RBG:MC

LLINGS
G. H. BILLINGS

ABSTRACTS FURNISHED
LOANS

NOTARY PUBLIC
CONVEYANCING

THE BILLINGS AGENCY
ESTABLISHED JULY, 1883
REAL ESTATE
AND REAL INSURANCE

ASHLAND, WITH ITS GREAT VARIETY OF PERFECT FRUITS, CLIMATE, WATER, PARKS, SCHOOLS, CHURCHES, SCENERY AND GOOD PEOPLE--IS A DELIGHTFUL PLACE FOR A HOME.

ASHLAND, OREGON, Dec.8,1933

State Highway Dept.
Salem,Oregon.

Gentlemen:

Re: Washburn & Hall Contract
Ashland-Bear Creek Unit
Pacific Highway,near Ashland

I think it was your Mr.Gardner who told us that in case these contractors did any damage to my property while they were engaged in the highway construction through my place, to be sure and file claim with you.

This I did some time ago,and the amount of the claim - $13.59 - was very reasonable as it appears to me.

It has not been settled up to this time and I am writing to ask the status of this matter and when settlement might be expected, if you can tell me? I need the money.

Thank you

Very truly yours,
G. F. Billings

RECEIVED
DEC 9 - 1933
OREGON
[illegible] COMMISSION

#1466

157=B

November 10, 1933

M. C. Lininger & Son Hardware
Ashland
Oregon

Gentlemen:

Your letter of November 9 requesting the return of your certified check deposited with the State Highway Commission on October 25 with your bid for the Green Springs project was received today. The check referred to was mailed to you from this office yesterday; evidently, our letters crossed in the mails.

Regarding your claim against Washburn & Hall, wish to say that notice of your claim should be filed with the Secretary of State prior to the expiration of six months immediately following the completion of the contract in order to hold the bond responsible and liable for the payment of claims subsequent to that period. A mimeographed copy of Chapter 280, Oregon Laws 1931, is enclosed for your further information.

I might state that this project was completed by Washburn & Hall on June 30, 1933 and was accepted by formal action of the State Highway Commission on August 8, 1933.

We have no special blanks for filing claims. Notice of claim should be in a form similar to the one given in the mimeographed copy of the law.

The description of Washburn & Hall's contract is: State Highway Contract No. 1466, grading and paving Bear Creek-Ashland Section of Pacific Highway in Jackson County. The surety is Maryland Casualty Company.

Very truly yours

Secretary

HBG:AJ

NINGER B. M. LININGER

M. C. LININGER & SON
HARDWARE

PAINTS, PLUMBING SUPPLIES
SPORTING GOODS & CAMP EQUIPMENT

AT ENDERS BIG STORE

ASHLAND, OREGON Nov.9.1933.

State Highway Commission,
Salem, Oregon,
Gentlemen;- Attention Mr.H.B.Glaisver,

On Oct.25,we presented bid on Greensprings project for furnishing six thousand yards crushed rock in stock piles.

With this bid we gave our certified check for the amount of $563.25 if convenient at this time will you please return this check to us & we will appreciate it very much.

The Bear Creek Ashland project Washburn & Hall contractors was finished the latter part of June, we furnished the paving rock & Shoulder material for this job and owing to Mr Washburn's death we have not received the final settlement money.

Will you kindly advise us the final date that we can file our claim with the State for our protection & if you have the necessary blank for this filing will you please send same also.

Yours very truly,
M. C. Lininger & Son,
M C Lininger
By.

312 H

Recd 11/13/33

#1466

157B

November 9, 1933

Standard Oil Company,
Pacific Building,
Portland, Oregon.

Gentlemen:

In response to your inquiry of November 8th we wish to advise that the Washburn & Hall contract No. 1466 - Bear Creek-Ashland Section of the Pacific Highway in Jackson County, was completed on June 30, 1933. This contract was accepted on August 8th, 1933.

Final payment has not been made on this contract.

Very truly yours,

Secretary.

Dist. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
W. L. MUNCY
DISTRICT SALES MANAGER
F. C. EASTMAN
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
9TH FLOOR PACIFIC BLDG
308 YAMHILL STREET
P. O. DRAWER 1197

PORTLAND, ORE.

Nov. 8, 1933

State of Oregon Contract #1446
Washburn & Hall

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE

Will you please advise us the completion date, as well as the acceptance date of the above contract, also the date the last estimate was paid to the contractor.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
W. L. Muncy, District Sales Manager
By F. M. Ewing
District Credit Man

DTW:LP

RECEIVED
NOV 9 - 1933
OREGON
STATE HIGHWAY COMMISSION

157-13

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

BONDING CLAIM DIVISION

GEORGE W. DEXTER,
GEORGE F. CUSHWA,
ASSOCIATE MANAGERS

October 28 , 1933

246676-
Washburn and Hall

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Your letter of October 20 addressed to Rodgers Hart Banks Company of Portland, Oregon, has been forwarded to this office for attention.

We are taking up with the Washburn and Hall Company the claim made by Jacobsen - Jensen Company in the amount of $687.00 in connection with the grading and paving of the Bear Creek- Ashaland Section of the Pacific Highway in Jackson County.

We wish to thank you for forwarding these papers to us and can assure you that they will receive prompt attention.

Yours very truly,

Geo. W. Dexter, Associate Manager

BY

J. H. Dorsey

2C

cc-
Mr. Swain - Portland Claim
Hansen & Rowland, Inc.

COPY

Oregon State Highway Commission
Salem, Oregon

Eugene

October 27, 1933

Jacobsen & Jensen Co.
517 N. E. Stanton St.
Portland, Oregon

Dear Sirs:

I have just received notice of your filing a claim for the rental of equipment on the Ashland, Oregon job.

I wrote you in August regarding the proceedure it would be necessary for me to go thru on account of the death of my partner, Mr.Washburn, before I could lawfully pay the accounts of the firm of Washburn & Hall. I have spent the last three days in Portland with our Attorneys trying to form some plan that we could put before the Probate Judge which would allow me to pay the accounts of Washburn & Hall before the legal six months were up.

I am in hopes the judge will except this plan as I am as anxious to pay your account as you are to receive it.

I would consider it a real friendly justure if your company would withdraw your claim. Yourwill receive your money just as soon as the court orders it paid.

Hoping you can see your way clear to withdraw this claim for the present at least and again assuring you of payment just as soon as possible.

Yours very truly

RECEIVED
OCT 30 1933

#1466

157-B

October 20, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 19 enclosing copies of notice of claim filed by Jacobsen-Jensen Company against Washburn & Hall in connection with their claim for the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

Copies of the notice are being sent to the contractors and their surety.

Very truly yours

Secretary

AJ

October 20, 1933

Maryland Casualty Company
% Rodgers Hart Banks Co.
Railway Exchange Building
Portland, Oregon

Gentlemen:

We hand you copy of notice of claim that has been filed with the Secretary of State by Jacobsen-Jensen Company against Washburn & Hall in connection with their contract for the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County.

The amount of the claim is $587.00 and is for rental of equipment.

Very truly yours

Secretary

AJ

cc Washburn & Hall
225 N. E. 39th St.
Portland, Oregon

C. H. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 20 1933

October 19, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Jacobsen-Jensen Company for rental of equipment in the amount of $687.00 against the bond taken from Washburn & Hall, principal, and Maryland Casualty Company, surety, for work on the Bear Creek-Ashland Section of the Pacific Highway.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encl. 3

JACOBSEN-JENSEN CO.
General Contractors

517 N. E. Stanton Street
Portland, Oregon

Oct. 18, 1935.

Hal E. Hoss,
Secretary of State,
State Building,
Portland, Oregon.

Dear Sir:

Notice is hereby given that the undersigned Jacobsen-Jensen Company, of Portland, Oregon, an Oregon Corporation, have a claim of Six hundred and eighty seven ($687.00) dollars, against Washburn & Hall, Contractors, and the Maryland Casualty Company, as sureties, for the rental of equipment used in the performance of their contract, with the State Highway Commission, for the grading and paving of the Bear Creek-Ashland Section of the Pacific Highway, in Jackson County.

Jacobsen-Jensen Company
By W. T. Jacobsen
Sec'y-Treas.

State of Oregon, }
County of Multnomah} SS

I W. T. Jacobsen, being first duly sworn, depose and say upon oath, that, I am the Secretary-Treasurer, of the Jacobsen-Jensen Company, that I have knowledge of the above discribed claim, that the foregoing account is correct and just: that the equipment were furnished as therein charged; and that there is due us on this date from the said Washburn & Hall, the sum of six hundred and eighty seven ($687.00) dollars, and that the same, or any part thereof has not been paid.

W. T. JACOBSEN

Subscribed and sworn to before me this 18th day of October A. D. 1935.

(SEAL)

L. F. LA ROUCHE
Notary Public of Oregon.

My Commission expires March 1st, 1937.

Endorsed: File No. 2532
Filed October 19, 1935
HAL E. HOSS,
Secretary of State

#1466
157-B

September 20, 1933

The Billings Agency
Ashland, Oregon

Attention Mr. G. F. Billings

Gentlemen:

Reference is made to your inquiry of September 18 relative to your bill for damages to your fence and other property which you state were cause through the negligence of contractors Washburn & Hall in connection with the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, State Highway Contract No. 1466.

In conformance with the request contained in the last paragraph of your letter, we have noted on our records that your claim should be $13.39 instead of $11.39 as shown in the first instance, and we are today notifying the surety and the contractor that you have requested such alteration to be made.

Very truly yours

Secretary

jm

September 20, 1933

Washburn & Hall
[illegible]25 N. E. 39th Street
Portland, Oregon

Gentlemen:

We are in receipt of a letter dated September 18 from Mr. G. F. Billings stating that there should be $2.00 added to his bill for $11.39 for damages to fence and other property caused by your firm in the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County. Mr. Billings states that eight additional posts were later found to be damaged and had to be re-set.

We have made the proper notation on our records and are transmitting the information to you so that you may be advised of the matter.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

c.c. Maryland Casualty Company
Rodgers Hart,Banks Co., Agency
Railway Exchange Building
Portland, Oregon

1466

BILLINGS
G. H. BILLINGS

ABSTRACTS FURNISHED
LOANS

NOTARY PUBLIC
CONVEYANCING

THE BILLINGS AGENCY
ESTABLISHED JULY, 1883

REAL ESTATE
AND REAL INSURANCE

ASHLAND, WITH ITS GREAT VARIETY OF PERFECT FRUITS, CLIMATE, WATER, PARKS, SCHOOLS, CHURCHES, SCENERY AND GOOD PEOPLE--IS A DELIGHTFUL PLACE FOR A HOME

ASHLAND, OREGON.

Sep.18,1933

State Highway Dept.
Salem,Oregon

Gentlemen:

Re: Washburn & Hall
Contractors
Ashland-Bear Crk Unit
Pacific Highway

Some time ago I filed with you a bill for $11.39 for damages to fence and other property caused by the above named contractors when at work through my place near Ashland.

Up to date this account has not been paid, possibly owing to the fact that Mr.Washburn was not well after leaving Ashland and has since died.

There should be $2.00 added to this account because of eight additional posts which we later found that had to be re-set,all of them damaged by his operations or rather by the firms operations on this contract. Please regard this letter as a claim for this damage.

Very truly yours,

G. F. Billings

[illegible] 19 1933
OREGON

#1466

157-B

September 14, 1935

Hansen & Rowland, Inc.
P. O. Box 1688,
Tacoma, Washington.

Attention: F. Tunnard.

Gentlemen:

In response to your inquiry of September 8th we wish to advise that the address of the Billings Agency who have a claim against Washburn & Hall, Contract No. 1466 - Bear Creek-Ashland Section in Jackson County, is Ashland, Oregon.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1466
Jackson Co.

RECEIVED
SEP 11 1933
OREGON
HIGHWAY COMMISSION

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington.
September 8, 1933.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

RE: BOND NO. 43202 - WASHBURN & HALL to STATE OF OREGON - Bear Creek-Ashland Section of Pacific Highway in Jackson County, Oregon.
Your Contract No. 1466.

Dear Sir:

We are in receipt of your letter of September 6, in which you advise that there is only one claim filed against this contract, that of the Billings Agency for $11.39 for fence and supplies.

Will you kindly advise us the address of the Billings Agency, so that we may communicate with them with reference to this claim.

Thanking you, we are

Yours very truly,

HANSEN & ROWLAND, Inc.
By F. Tunnard
Surety Bond Department.

FT

#1467

157-B

September 8, 1935

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1467 for the construction of two bridges over Bear Creek on the Pacific Highway in Jackson County has been completed by the contractors, Washburn & Hall, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 18th, 1935.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims shoulf there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $16,195.37 including the final payment. Of this amount $409.74 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1467

157-B

September 8, 1935

Hanson & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Attention: L. Davidson.

Gentlemen:

Receipt is acknowledged of your inquiry of September 1st concerning the Washburn & Hall contract No. 1467 for the construction of two bridges over Bear Creek on the Pacific Highway in Jackson County.

Please be advised that this contract was completed on June 21st, 1935. Acceptance has not yet been made. The total amount earned under the contract is $16,195.37 of which amount $409.74 was for force account work. The amount of the final payment is $1,479.75 and it is expected that the final payment will be made on or after September 18th.

Very truly yours,

Secretary.

Dict. by J. McFarland.

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
September 1st, 1933

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43203 - WASHBURN & HALL to STATE OF OREGON - Bridges on Bear Creek, Pacific Highway, Jackson County

Dear Sir:

On August 9th you advised us that the above contract had been completed on June 31st, 1933, but that the same had not been accepted and that final payment had not been made. At this time, we would appreciate your advising us if the same has been accepted, and if so, the total amount paid to the contractor, including final payment, if the same has been made. Also kindly advise us if there are any claims filed against this contract.

Thanking you in advance for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

$16,121.50

F

LD

By L. Davisson
Surety Bond Department

157-B

September 6, 1933

Hansen & Rowland, Inc.
Washington Bldg.,
Tacoma, Washington.

Gentlemen:

In response to your inquiry of September 1st we wish to advise that the Washburn & Hall contract No. 1466 - Bear Creek-Ashland Section of the Pacific Highway in Jackson County, was completed on June 30, 1933 and was accepted on August 8th, 1933.

The total amount paid the contractors in connection with the above contract was $86,143.89. The only claim which has been filed against this contract to date is that of the Billings Agency for $11.39 for fence and supplies.

Very truly yours,

Secretary.

Dict. by J. McFarland.

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER AND QUOTE CAPTION

HOME OFFICE, - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
September 1st, 1933

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43202 - WASHBURN & HALL to STATE OF OREGON - Bear Creek Ashland Section of Pacific Highway, Grading and Paving, Jackson County, State of Oregon.

Dear Sir:

On August 9th, you advised us that the above contract had been completed on June 30th, 1933, but that the same had not been accepted, and that final payment had not been made. At this time, we would appreciate your advising us if the same has been accepted, and if so, the total amount paid to the contractor, including final payment, if the same has been made. Also kindly advise us if there are any claims filed against this contract.

Thanking you in advance for this information, we remain

Very truly yours,
HANSEN & ROWLAND, Inc.

LD

By L. Davisson
Surety Bond Department

157-B

August 30, 1935.

Mr. Andre' Chomel
Hotel Valandra
Central Point, Oregon

Dear Sir:

Your letter of August 21st, addressed to Mr. Leslie M. Scott, in regard to the Bear Creek Bridge, has been referred to this office for reply.

This bridge is on a Market Road and therefore comes under the jurisdiction of the Jackson County Court. The Highway Department controls only those roads which are included in the state primary or secondary highway system.

This department made an investigation of this bridge a few years ago and the data obtained at that time is on file in this office. If Jackson County so desires we will be glad to prepare plans and estimates for a new bridge or for reinforcing the old one.

Yours very truly

RHB:MC State Highway Engineer

cc - Leslie M. Scott

Mr [illegible]

[illegible]

lley, the home of the world renowned Bartlett pears,
longest paved highway in the world, goes through
int,

landra

Modern Cottages for Tourists

MEL, Proprietors.
OREGON

August 21 1933

Oregon State Highway Commission
1025-29 Yeon Building
Portland, Oregon.

Dear Mr Chairman:-

I beg your pardon in taking the liberty in writing to you. I wish to call to your kind attention a certain one way traffic bridge which is located ½ mile east of our city and called Bear creek bridge.

I am informed same bridge having been built 44 years ago concequently fall short to respond to the traffic need of the present time. Some fews years ago and owing to the unsafe condition of the same the Jackson County Court ruled to make it a one way traffic bridge.

I have not any figure,but from personal observation it seems that traffic is pretty heavy. I am safe to say that public opinion is very much in favor in having a new bridge built because the one way traffic as it is,is not only an hazard but is also a severe handicap in the free and speedy traffic on that important secondery highway leading into Central Point from the east.

The point that make it dangerous is the fact,that on both side of the approach to the bridge there is a curve which obstruct the view,it is quite common that two cars are engaged on the bridge at the same time in opposing direction because they have failed to see one another.

There is no doubt in my mind that your Commission has many requests from every corner of the state for roads and improovement,but I feel it my duty in reporting same to you for your very kindly and future attention

Yours Very Truly

Andre Chomel

Andre Chomel

Reply letter by Mr. Baldock.

Central Point is in the heart of the famous Rogue River Valley, the home of the world renowned Bartlett pears, and is the gateway to Crater Lake. The Pacific highway, the longest paved highway in the world, goes through Central Point.

Hotel Valandra

Steam Heat - Private Bath - Garage

Modern Cottages for Tourists

Mr. and Mrs. ANDRE CHOMEL, Proprietors.
CENTRAL POINT, OREGON

August 21 1933

Mr Leslie M, Scott-Chaiman
Oregon State Highway Commission
1025-29 Yeon Building
Portland, Oregon.

Dear Mr Chairman:-

I beg your pardon in taking the liberty in writing to you. I wish to call to your kind attention a certain one way traffic bridge which is located ½ mile east of our city and called Bear creek bridge.

I am informed same bridge having been built 44 years ago concequently fall short to respond to the traffic need of the present time. Some fews years ago and owing to the unsafe condition of the same the Jackson County Court ruled to make it a one way traffic bridge.

I have not any figure, but from personal observation it seems that traffic is pretty heavy. I am safe to say that public opinion is very much in favor in having a new bridge built because the one way traffic as it is, is not only an hazard but is also a severe handicap in the free and speedy traffic on that important secondery highway leading into Central Point from the east.

The point that make it dangerous is the fact, that on both side of the approach to the bridge there is a curve which obstruct the view, it is quite common that two cars are engaged on the bridge at the same time in opposing direction because they have failed to see one another.

There is no doubt in my mind that your Commission has many requests from every corner of the state for roads and improovement, but I feel it my duty in reporting same to you for your very kindly and future attention.

Yours Very Truly

Andre Chomel

Andre Chomel

Reply letter by Mr. Baldock.

#1466

157-6

August 28, 1933

Maryland Casualty Company,
Rodgers Hart Banks Co., Agents,
Railway Exchange Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1466 for the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County has been completed by the contractors, Washburn & Hall, and that final settlement will be made by the State with said contractors for work done under said contract on or after September 9, 1933.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $58,143.89 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 30—10066—2M—7-33

OR ON S ATE HIGHWAY DEPARTME

FIELD ENGINEER'S WEEKLY REPORT FOR SURVEYS ONLY

RECEIVED
AUG 20 1933
CONSTRU

Date Aug 19, 193

157-B

Job name Bear Creek - Ashland	*Week from* Aug 13 *to* 19
	Mail address Ashland
Highway Pacific	*Telegraph or telephone address* "
County Jackson *Job prefix* 15 P H	*Express and freight address* "

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

One man working 3½ days this week on Billings steps and fence and completed the work to be done at Billings place.

Got 15PH final estimate back from Salem to check corrections made there and checked it and sent it back Aug 15.

Signed P. P. Whitmore

Title Resident Engineer.

USE BACK IF ADDITIONAL SPACE IS REQUIRED

[illegible]

Day of Week	WEATHER CONDITIONS A. M.	WEATHER CONDITIONS P. M.
Sunday	Clear + Hot	Clear + Hot
Monday	"	"
Tuesday	"	"
Wednesday	"	"
Thursday	"	"
Friday	"	"
Saturday	"	"

INSTRUCTIONS

This form is required to be submitted by all Locating Resident Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mil[illegible] of s[illegible]on to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

FORM [illegible] 9030 [illegible] 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-B

OREGON STATE HIGHWAY COMMISSION

SALEM

Roseburg, Ore.
August 3, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 4 - 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: C. B. McCULLOUGH

NOTED
State Highway Engineer

Dear Sir:

I am having Mr. Whitmore prepare an estimate and profile for the grading of the undercrossing at Ashland. He reports that if a grade is constructed 40 feet wide at the bottom with one to one slopes on each side the quantity of excavation will be 11500 yards.

Has the design of the structure progressed far enough so that you can tell us the width of grade desired under the railroad? Originally the talk was for an opening less than 40 feet with abutments but I understood that you were working out a design with columns.

cc. R. H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

#1466

157-B

August 8, 1933

Mrs. E. C. Hall
785 E. 11th St.
Eugene, Oregon

Dear Madam:

Receipt is acknowledged of your letter in which you request that we send warrant in payment of semi-final estimate in connection with state highway contract awarded to Washburn & Hall, to First National Bank of Eugene, and the vouchers in connection therewith to E. C. Hall, Cooke City, Montana.

We shall be pleased to comply with your request.

Very truly yours

Secretary

AJ

cc Mr. Smith, Auditor

#1466

157-B

Eugene, Oreg.
July 31-1933.

Mr. Glaisyer;
Dear Sir;

Pease send the warrant for the semifinal to ~~the~~ the First National Bank of Eugene and the vouchers to Mr E. C. Hall of Cooke City Montana & allso the final estimate.

Yours Truly
Mrs E. C. Hall
775-W-11 st.

COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

B. GLAISYER

ncerning the
h extension of
tract #1466,

which are a
shburn & Hall,
ne 30th, 1933.
in granting an
t all work was
24th.

any further

Very truly yours,

E. K. Collier
Division Engineer

cc. F.P. Whitmore
cc. R.H.Baldock
EKC:AW

File

[illegible]

#1466

FORM 2-A-1 6790 10M 6-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

Roseburg, Ore.
July 29th, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear ~~Sir~~

Your letter of July 28th, received concerning the application of Washburn & Hall for an extension of time to June 30th, 1933 on their contract #1466, Bear Creek-Ashland Section.

The supplemental Special Provisions, which are a part of the contract as signed by Washburn & Hall, specify the date of completion as June 30th, 1933. For this reason I can see no object in granting an extension. Mr. Whitmore advises that all work was completed by the contractors on June 24th.

Please advise if you wish me to take any further action in the matter.

Very truly yours,

E. A. Collier

E. A. Collier
Division Engineer

cc. P.P. Whitmore
cc. R.H.Baldock
EAC:AW

File

Extension not needed

RECEIVED
JUL 31 1933

#1466

157-B

FORM 2-A-1 6750 10M 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
July 29th, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

Your letter of July 28th, received concerning the application of Washburn & Hall for an extension of time to June 30th, 1933 on their contract #1466, Bear Creek-Ashland Section.

The supplemental Special Provisions, which are a part of the contract as signed by Washburn & Hall, specify the date of completion as June 30th, 1933. For this reason I can see no object in granting an extension. Mr. Whitmore advises that all work was completed by the contractors on June 24th.

Please advise if you wish me to take any further action in the matter.

Very truly yours,

E. A. Collier

E. A. Collier
Division Engineer

cc. P.P. Whitmore
cc. R.H.Baldock
EAC:AW

File

Extension not needed

RECEIVED
JUL 31 1933

July 28, 1933

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Please be advised that we have received the application of Washburn & Hall, with the consent of surety attached, for an extension of time to June 30, 1933 on their contract No. 1466 - Bear Creek-Ashland Section.

Will you kindly advise us of your recommendation so that the application can be presented to the Highway Commission.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1466

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

July 25, 1933.

Oregon State Highway,
Salem, Oregon.

Gentlemen:-

On account of the delay in awarding Contract # 1466 and because of bad weather making it impossible to work, we would appreciate extension of time to June 30, 1933.

Letter from surety on bond is enclosed.

Very truly yours,

WASHBURN & HALL
1644 Washington.
Eugene, Oregon.

RECEIVED
JUL 28 1933

INCORPORATED 1898

MARYLAND CASUALTY COMPANY

F. HIGHLANDS BURNS, PRESIDENT

CABLE ADDRESS "MARCASCO"

PLEASE ADDRESS REPLY TO WRITER
AND QUOTE CAPTION

HOME OFFICE. - BALTIMORE

HANSEN & ROWLAND, INC.
General Agents for Western Washington
Bonding Department

WASHINGTON BUILDING
TACOMA

608-9 ALASKA BUILDING
SEATTLE

Tacoma, Washington
July 27th, 1933

Oregon State Highway Commission
SALEM, Oregon

RE: BOND NO: 43202 - WASHBURN & HALL to STATE OF OREGON
Bear Creek-Ashland Section of Pacific Highway, in
Jackson County, Oregon - Your Contract No. 1466.

Gentlemen:

The Maryland Casualty Company, surety on the bond of Washburn & Hall to the State of Oregon for the grading and paving of theBear Creek-Ashland Section of Pacific Highway in Jackson County, Your Contract No. 1466, hereby consents to the extension of time being granted for the completion of said contract to June 30th, 1933.

Very truly yours,
MARYLAND CASUALTY COMPANY

By ____________________
Attorney-in-Fact

LD

[illegible]
JUL 28 19

CASUALTY INSURANCE AND SURETY BONDS

157B

#1467

WASHBURN & HALL

July 26, 1933

Messrs. Washburn & Hall
1644 Washington Street
Eugene, Oregon

Gentlemen:

This will acknowledge receipt of your letter of July 25 inclosing consent of the surety on bond furnished in connection with State Highway Contract No. 1467 for the construction of two bridges on the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, for an extension of the time limit on this contract from May 31, 1933 to June 21, 1933. This consent of the surety is satisfactory for our use, however, it will be necessary that you also furnish us with your formal application for such extension to accompany this consent.

We also call to your attention that consent of the surety and formal application for extension of the time limit on Contract No. 1466, grading and paving the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, from May 31, 1933 to June 15, 1933, should be filed in this office.

Very truly yours

Secretary

JM:jn

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

RECEIVED
JUL 26 1933
OREGON
[illegible] COMMISSION

July 25, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

Enclosed you will find letter from surety on our bond, consenting to extension of time relative to Contract # 1467.

We trust this is satisfactory.

Very truly yours,

Lindsay

WASHBURN & HALL.

1644 Washington St.

Eugene, Oregon.

157-B

July 26, 1933

Washburn & Hall
1644 Washington Street
Eugene, Oregon

Gentlemen:

Attention Mrs C. O. Hall.

Replying to your inquiry of July 21 and confirming information given to Mrs. Hall orally yesterday, I shall advise you as follows concerning the estimates due you in connection with Contracts No. 1466 and No. 1467 for grading and paving the Bear Creek-Ashland Section of the Pacific Highway and for the construction of two bridges on this section.

In connection with Contract No. 1466, I find that semi-final payment covering estimate No. 5 is for $6,513.83. This voucher was given Mrs. Hall yesterday by our Auditor for execution by your bookkeeper. The retain percentage on this project is $2,922.08. The final field notes are now being checked in this office and the voucher covering final payment will be prepared as soon as this check has been completed. We anticipate that this will take a matter of three orfour weeks.

Relative to Contract No. 1467, for the construction of two bridges, I was advised by our Bridge Department that no semi-final estimate will be paid for this work. The field notes have been checked and indications are that the final payment will be approximately $1,485.00. The final voucher covering work under this contract will be prepared immediately upon receipt of certain information from our field engineer. This should be received within the next few days.

It will be necessary that the time limit for completion be extended on the above contracts. Contract No. 1466 was completed on June 30, 1933, therefore your request for time extension in connection with that project should be to that date. On Contract No. 1467 the completion date was June 21. In each instance your application for extension of time must be approved by the surety on the bond furnished in connection with each project without prejudice to the bond.

Yours very truly

Secretary

c.c. Mrs. ~~W. C. Hall~~ Seymour Washburn

WASHBURN & HALL
[illegible]
ASHLAND OREGON

July 24, 1933

H. B. G.

Contract No. 1466 - Bear Creek-Ashland- Section - Semi-final Est. 5 - $6,513. 83 is now being prepared in the auditing Dept. Will be mailed out for contractors signature tomorrow July 25th. Retained percentage will be $2,922.08 -

Contract No. 1467 - Bear Creek Bridges - No semi-final payment. Final est. approximately $1,485.00 now being prepared in Bridge Dept. The completion date on this contract was May 31st and the work was not completed until June 21st, 1933. Reeves is waiting until he gets the recommendation of the engineer in regard to engineering costs before passing the final on for payment. They will send in their application within the next few days.

J. McF,

Licht

Jackson Co

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

July 21, 1933.

RECEIVED
JUL 24 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway,
Salem, Oregon.

Dear Mr. Glaisyer:-

Can you give us information as to the amount of the estimates due Washburn and Hall on contracts # 1467 and #1466. Would appreciate knowing what the semi-finals will be and the finals.

Very truly yours,
Mrs E.C. Hall.
WASHBURN & HALL
1644 Washington
Eugene, Oregon.

Jim
please get me the data.
HBG

E.R.BRYSON
RICHARD SHORE SMITH
LAWRENCE T. HARRIS

HARRIS, SMITH & BRYSON
ATTORNEYS AND COUNSELORS AT LAW
201-6 MINER BUILDING
EUGENE, OREGON

July 24,1933.

Re: Washburne & Hall

State Highway Commission,
Salem, Oregon.

Gentlemen:

Mrs. Clara O. Hall, the wife of E.C. Hall, will deliver this letter to you.

She called at our office to-day and explained that Mr. Washburne, a member of the firm of Washburne & Hall, is seriously sick and is physically unable to sign any documents.

In this situation we deemed it advisable to suggest that she take this letter to you together with a letter addressed to you by E.C. Hall, her husband, who is now in Montana.

If, in your opinion the letter of July 20th addressed to you by E.C. Hall, writing for the partnership of Washburne & Hall, is sufficient to authorize Clara O. Hall to sign an application for an extension of the Ashland job, then she can in your office sign such application.

If, however, the authority of the letter of July 20,1933 addressed to you is not sufficient for your purposes, then we shall endeavor to comply with whatever your requirements may be.

We thought that it would be a saving of time and would probably be more satisfactory all the way around if Mrs. Hall presented this matter to your office in person.

Very truly yours,

HARRIS, SMITH & BRYSON,

By Lawrence T. Harris

lth:mm

McNutt & Pyle, Washburn & Hall

GENERAL CONTRACTORS

COOKE, MONTANA

July 20, 1933

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

Owing to the serious illness of my partner, Mr. Washburn, and the necessity for my being on this job, I am arranging power of attorney for my wife, Clara O. Hall to attend to all the necessary business pretaining to the settlement of all the unfinished business on the Ashland, Oregon, North Grading and Paving Work.

I would appreciate it very much if you would give her what help you can and make it as easy for her as possible.

Very truly yours,
Washburn & Hall
By E. C. Hall

ECH/TS

Witness:
Jack McNutt
Guy L. Pyle

157-B

July 26, 1933

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am sending you herewith, blue print of a plan which we have proposed for the Ashland Undercrossing. We estimate that this structure can be constructed for $22,991.00, allowing 10% for contingencies. The cost of a structure of this type is somewhat less than the estimated cost submitted by the railroad company's engineers at the hearing, however, I see no reason why this type should not be adopted (with perhaps minor changes) as it employes construction which is utilized as standard in other locations by the same company.

My thought in reference to this matter is simply this; that if the state were to pay a certain percentage of the cost of this grade crossing elimination and the railroad company the balance as has been the case in other crossings in times past, then we should not be too particular in reference to the type for the reason that on all grade separations heretofore it has been an established policy that within reason, the matter of type selection for overcrossings should be left to the state and the matter of undercrossings to the railroad.

In this case, however, conditions are entirely different and whatever contribution we secure from the railroad company will probably be in the form of a fixed sum, the state to put up the balance of the cost. The grading adjacent to the structure can be done by state forces and the cost can be controlled. For the structure proper, however, both the design and supervision of construction will come under the railroad company. For this reason it would be my recommendation that as soon as the matter of allocation of funds is settled that a conference be called and the matter of design discussed with the railroad company's engineers. I do not believe that we should try to force this particular type of design upon the railroad company if they prefer to build another type (and I understand that they are favorable to gravity abutments in place of the approaches which I have shown), however, in view of the fact that this type is entirely satisfactory and has been used by the railroad company elsewhere, I think we should establish a fixed maximum cost and our agreement with the railroad company should set forth the fact that all costs over and above this amount be borne exclusively by the railroad company. If

NOTED
State Highway Engineer

they care to design another type of construction, I do not see why we should be concerned provided the clearance requirements are equal to the design proposed and provided further that the railroad company absorbs the excess cost.

I will be glad to discuss this matter with you.

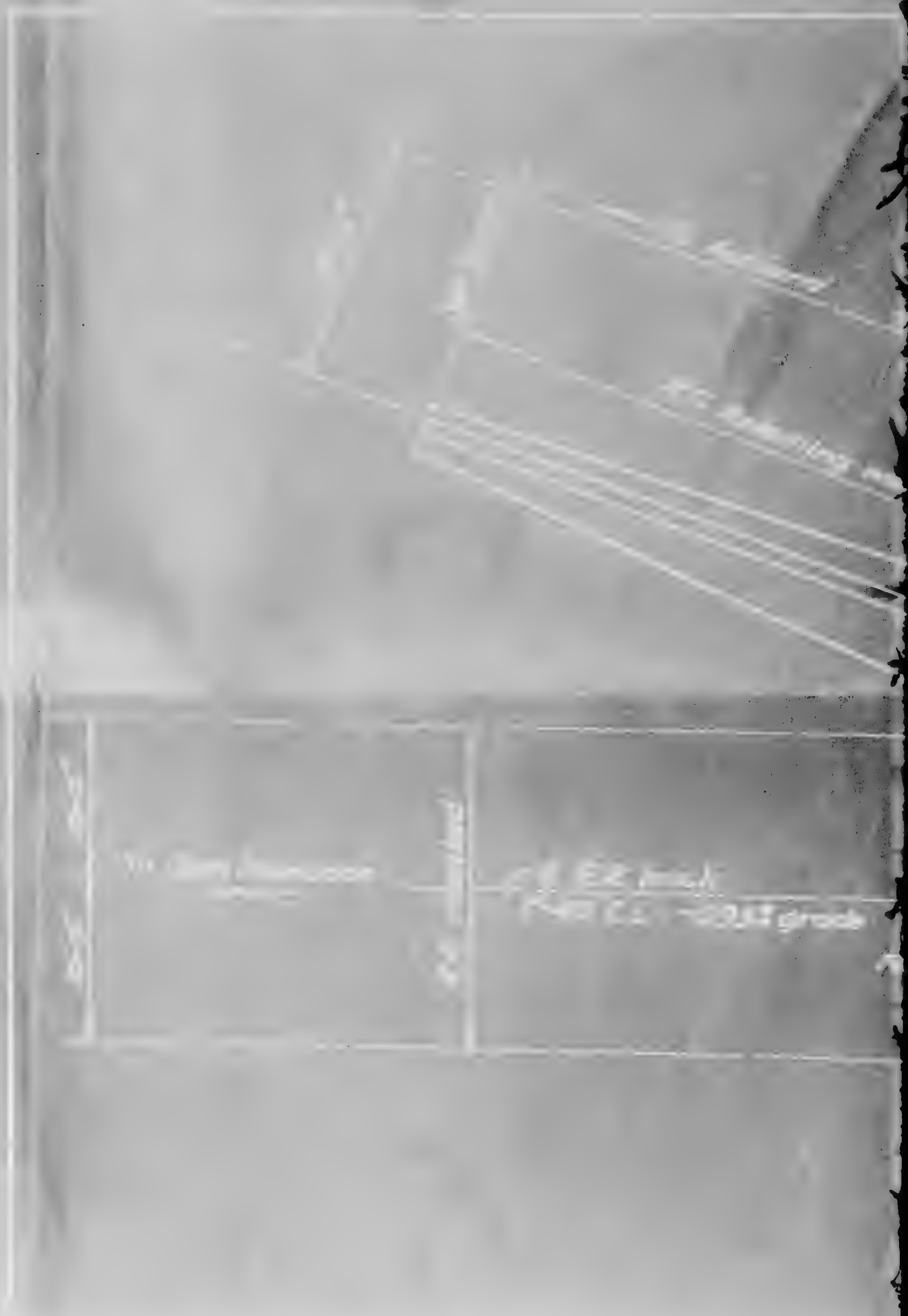
Very truly yours

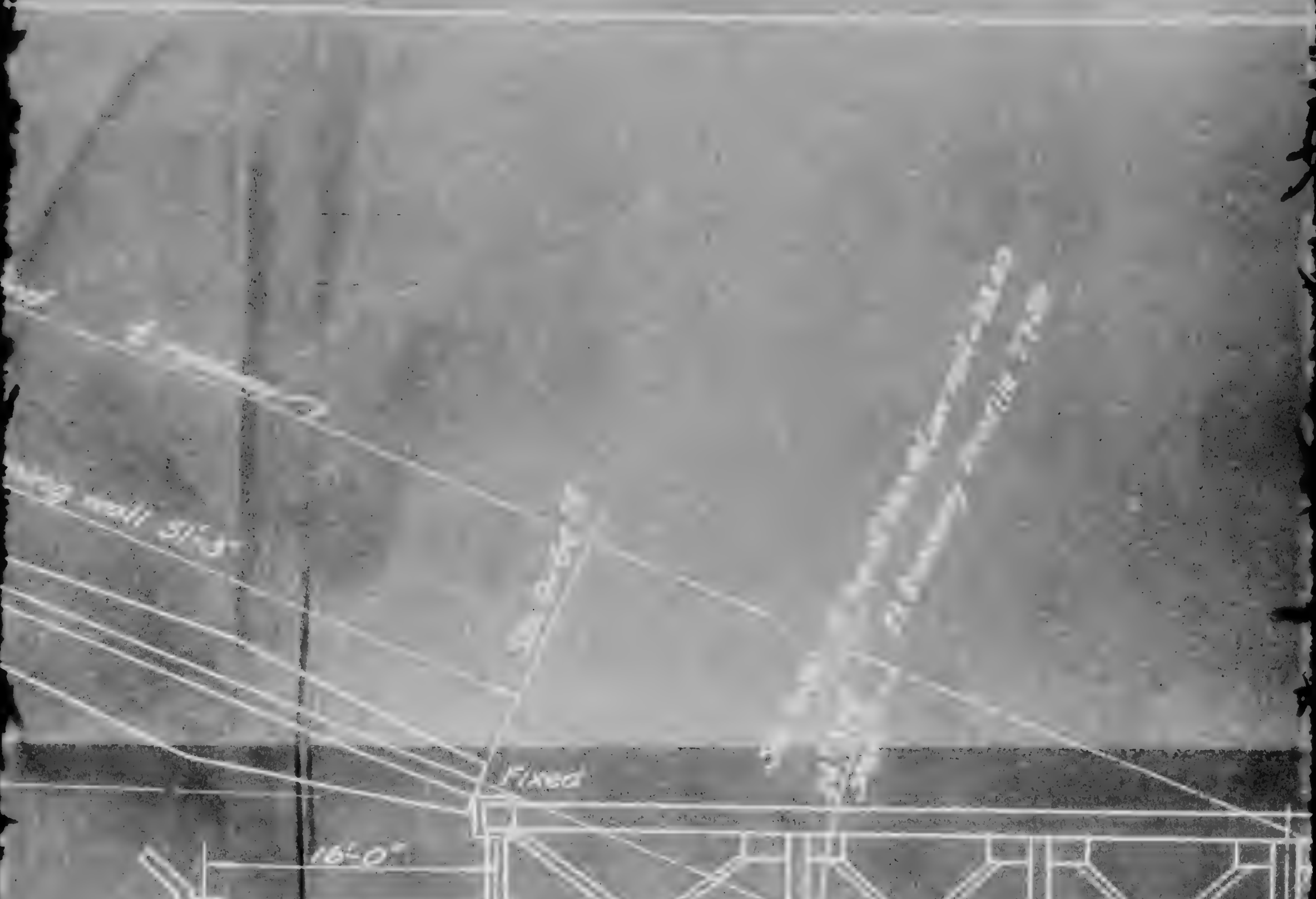
C. B. McCullough
Assistant State Highway Engineer

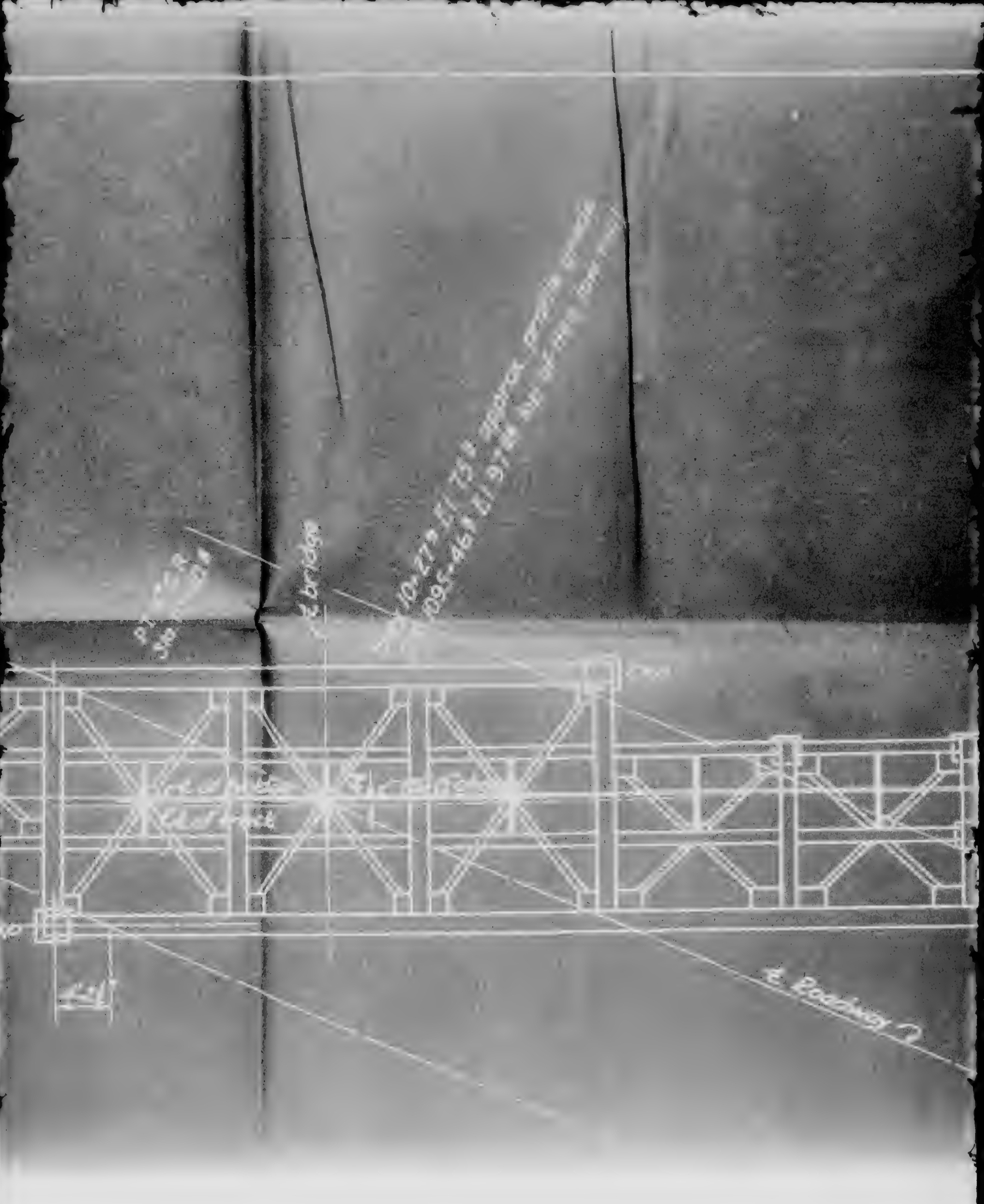
CBM LD
Attached

P. S. The above estimate is, of course, based on present prices and as prices go up the estimate will be correspondingly increased.

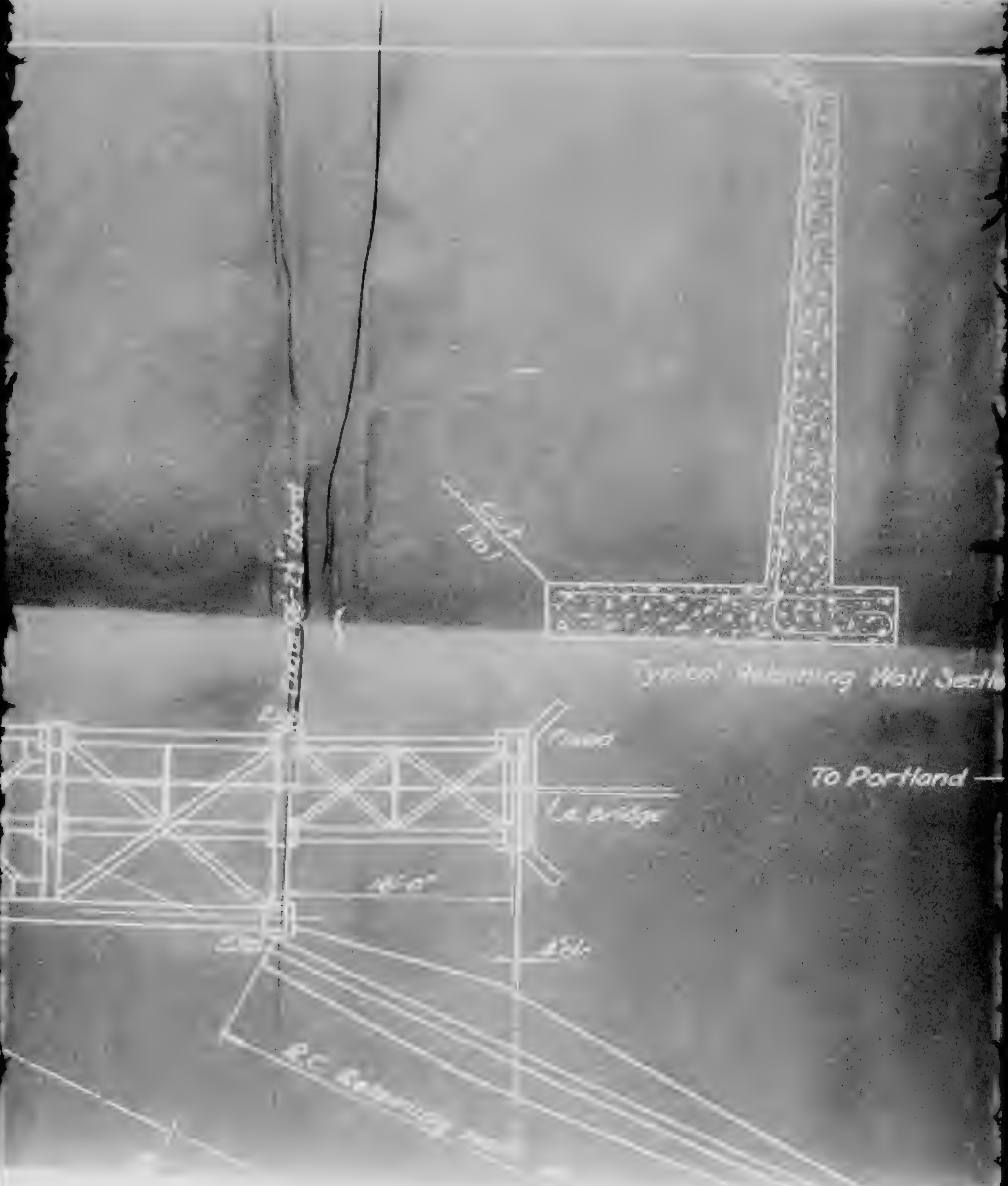
C. B. McCullough


grade

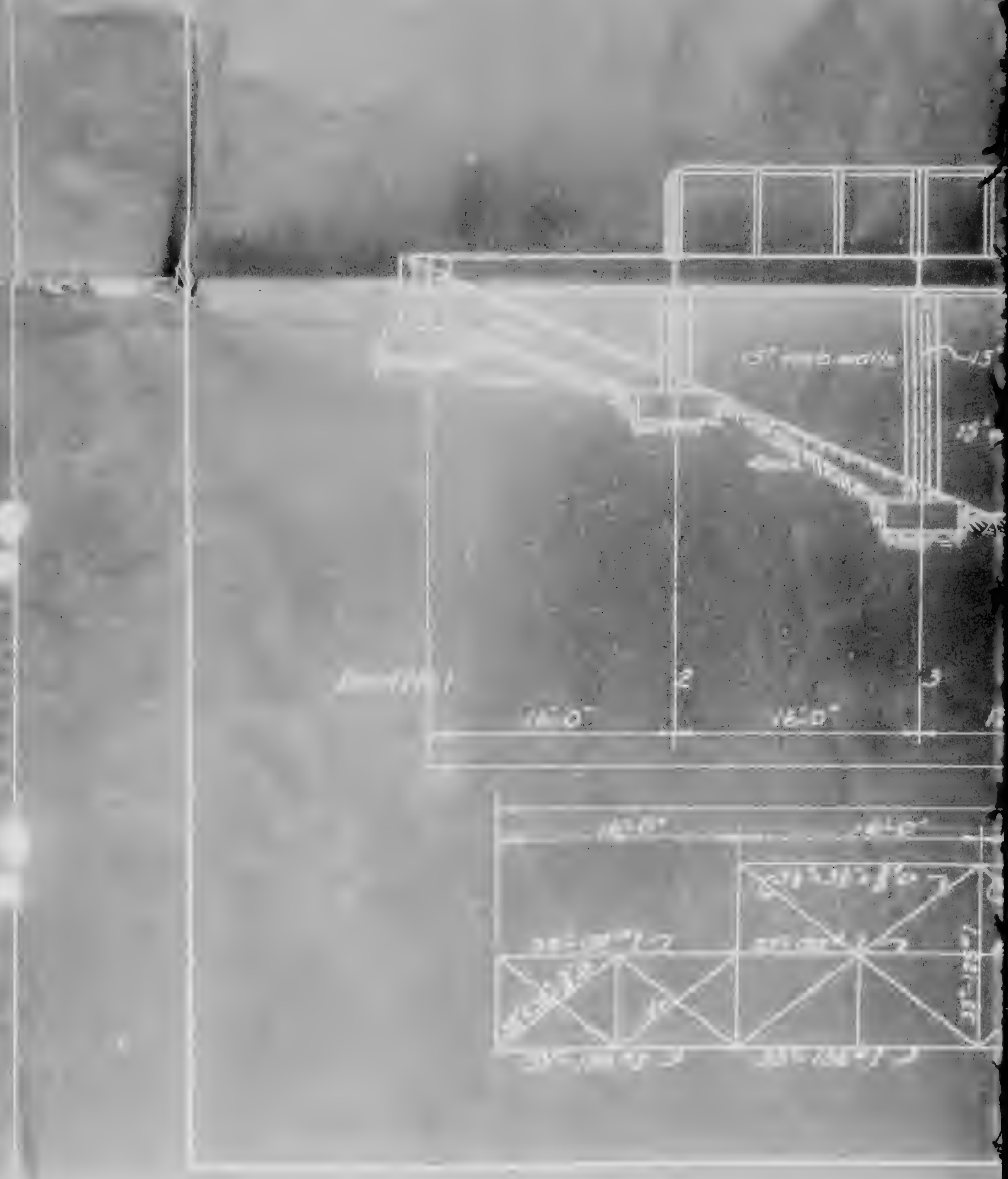

wall 5½"
Fixed
16'-0"
Fixed
Exp
Exp
4"

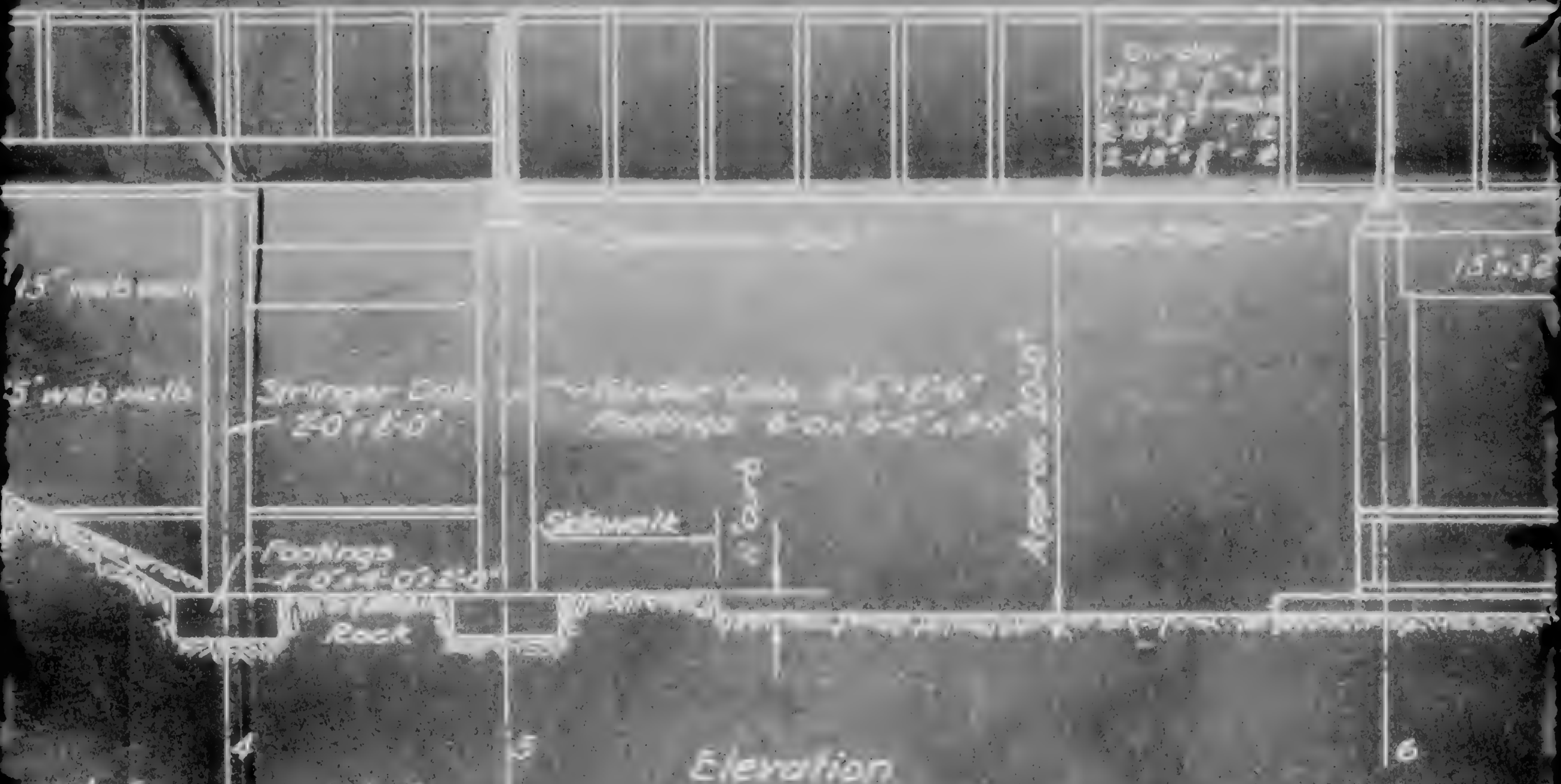


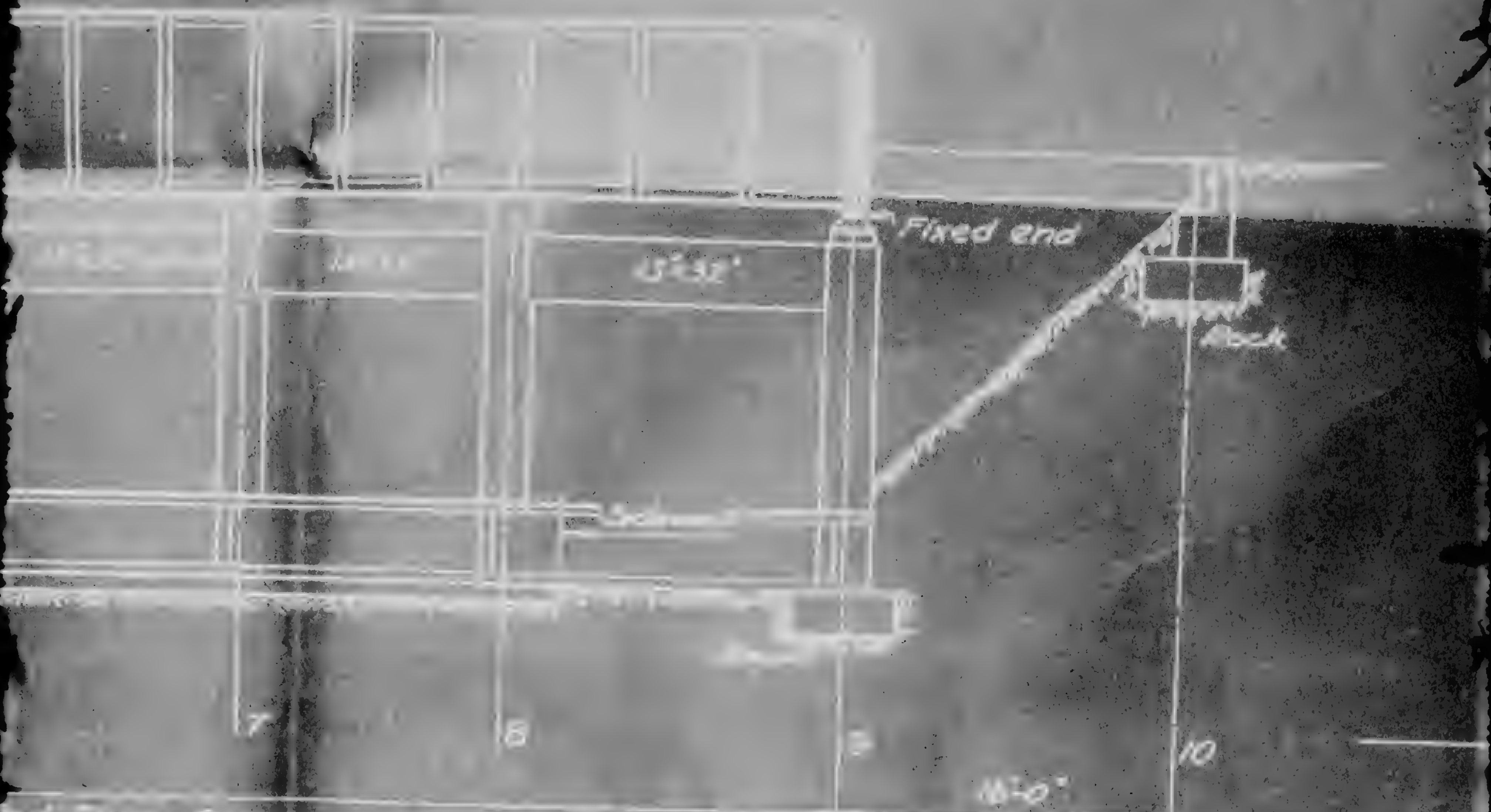
℄ bridge
10-27 = El 73.5 approx.
1095-46 = El 97.4
℄ Roadway 2



Typical Retaining Wall Secti
Road
To Portland —
℄ bridge
R.C. Retaining Wall


15" walls
2
3
16'-0"
16'-0"
16'-0"
16'-0"


15" web wall
15" web walls
Stringer Cols
2-0 x 2-0"
Footings
4-0x4-0x2-0"
Rock
Sidewalk
Elevation
4
5
6
13'-0"
13'-0"
82'-0"
156'-0" ℄ to ℄ End Fl
82'-0" ℄ to ℄ Bearing
13'-0"
13'-4"
13'-4"
28"-97#I
28"-97#I
28"-104#I
28"-104#I
28"-104#I
28"-97#I
28"-97#I
15"x32


Fixed end
Rock
7
8
9
10
16'-0"
nd Floor Beams
16'-0"
Approved
Bridge Eng

PLAN

SECTION OF HANDRAIL BETWEEN COLUMNS

pproved

dge Engineer

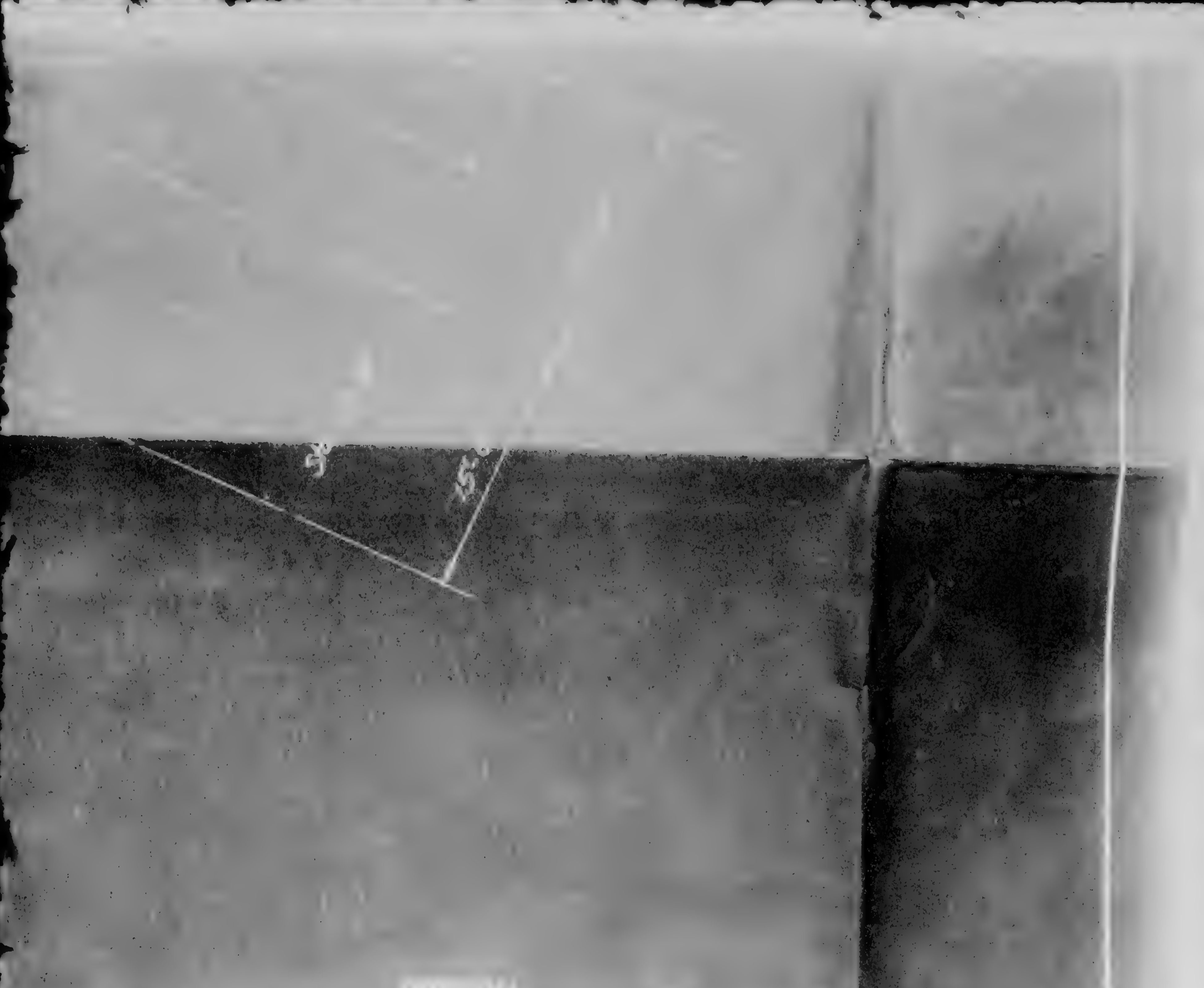
OREGON
STATE HIGHWAY COMMISSION

S.P.R.R. UNDERCROSS

PACIFIC HIGHWAY - JACKSON C
AT
ASHLAND

SCALE AS NOTED
MADE BY [illegible]
CALC. [illegible]
[illegible]

DRAWN BY [illegible]
TRACED BY [illegible]
CHECKED BY [illegible]



OREGON
STATE HIGHWAY COMMISSION

S.P.R.R. UNDERCROSSING

ACIFIC HIGHWAY - JACKSON COUNTY

AT

ASHLAND

AS NOTED
1933
DRAWN BY [illegible]
TRACED BY [illegible]
CHECKED BY [illegible]
SHEET [illegible]
[illegible]
[illegible]
BY DWGS. NO.

#14

157-B

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

July 22, 1925

Washburn & Hall,
1044 Washington Street,
Eugene, Oregon.

Attention: A. Lindsay.

Gentlemen:

Acknowledgment is made of the receipt of your letter of July 19th with reference to an extension of time on your contract No. 1407 - two bridges over Bear Creek on the Pacific Highway in Jackson County.

Please be advised that we have no blanks for this purpose. All that is necessary is to write a letter to the Highway Commission requesting an extension of time to a certain date and have it consented to by the surety on the bond furnished in connection with the contract.

Very truly yours,

STATE HIGHWAY COMMISSION,

By

Secretary.

Dist., by J. McFarland.

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

July 19, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:-

Replying to your letter of July 7th relative to contract # 1467 for construction of two bridges over Bear Creek, and application for extension of time-- wish to state that Mr. Washburn has been ill for over a month and unable to take care of any business matters. Mr. Hall is in Montana and the books have been left in my charge.

If you will tell me what the usual procedure is to apply for extension of time, I will endeavor to have this taken care of at once. Is there a regular blank necessary?

Very truly yours,

A Lindsay.
1644 Washington.
Eugene, Oregon.

RECEIVED
JUL 22 1933
OREGON
STATE HIGHWAY COMMISSION

151-B

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

July 21, 1933

RECEIVED
JUL 22 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 20 relative to including the Ashland Undercrossing of the Southern Pacific Railway as a part of the National Recovery Municipal Highway projects.

The Rules and Regulations state that municipal projects shall be into or through municipalities, and Washington has ruled that the termini of municipal projects is fixed by the corporate limits of incorporated cities or towns. Under present instructions this project cannot qualify as a N.R.M. project.

However, in submitting the tentative program of municipal projects, the attention of the Washington office was called to this particular project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending July 15, 1933

Section	Bear Crk-Ashland	*Kind of work*	Grading and Paving
Highway	Pacific	*Section prefix*	15PH
Contractor	Washburn & Hall	*Contract number*	1466 157-P
Date of contract	Feb 24, 1933	*Date of completion*	June 30, 1933
Date work started	March 1, 1933	*Esti~~m~~ated date of completion*	" ", 1933
Amount of contract	$62130.	*Per cent of time elapsed*	100%

Estimated cost of completed project, exclusive of engineering $59089.12

Per cent of contract completed, based on total contract price 95%

Engineering costs to date,	$2875.00, 4.87%	*Date project was completed*	June 30, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men and team worked three days Mon, Tues, Wed, on channel under Bridge Sta 81 to 82

Resident Engineer and computer Vic Coffey worked in office all week on final est this job and sent it in to Div Office Sat. July 15.

RECEIVED
JUL 18 1933
CONST

PP Whitmore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFAC	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.58	Shoulders 1.43 Rdway .05			1.43
Miles partially completed					
Miles completed	1.58	Shoulders 1.43 Rdway .05			1.43
Total estimated quantities	63153.8	3830.			
Estimated quantities moved or placed to date	63153.8	3800.			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

15-7B

Roseburg, Ore.
July 8, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 10 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION; H. G. SMITH

Dear Sir:

How far along are plans for the Ashland undercrossing structure? Within the next few days we will have the final cut for the Ashland job and I have asked Whitmore to prepare a profile showing the quantities of excavation remaining at the railroad crossing.

If this structure is constructed by State contract, I would like to suggest that the excavation and paving be done under the same contract. By this means the contractor can coordinate his operations much better than if independent contractors are to work on structure excavation and pavement.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

NOTED
State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8 BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
JUL 3 - 1933
OREGON
STATE HIGHWAY COMMISSION

July 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E.C.H.P. E-157-B, Bear Creek-Ashland section of Pacific Highway ______________, was made by a representative of this office on June 29, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L.J.Caufield
Highway Engineer

REFERRED TO
Probert
By State Highway Engineer

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. Ore.E. 157-B

POST OFFICE BUILDING
PORTLAND, OREG.

June 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encl.

Hyp. 14860

Form P. R. 2
State Oregon
Project No. E-157, Section B

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 12th day of May, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 31st day of August, 1929, a project statement, which was approved by the Secretary on the 27th day of September, 1929, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 18th day of February, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty thousand, four hundred sixty-six and 59/100 dollars ($30,466.59) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 0-50 on Main Street near the junction of Rogue, Schofield and Main Streets in Ashland, and survey station 82+29 in the N.W.¼ of Sec. 31, T. 38 S., R. 1 E., W.M.,**

, length **1.567** miles, in **Jackson** County, being Section **B** of **Oregon Federal Aid** project No. **E-157**, consisting of **1.102** miles of roadway and **two** bridges, each of more than 20 feet clear span, **0.465** of a mile in length., **known locally as the Bear Creek - Ashland section of the Pacific Highway, between official control points Medford and Ashland.**

8—5518

5

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject [illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is mutually agreed that the new structure under the tracks of the Southern Pacific Railroad at survey station 10+27.6 not included in such plans and specifications will be constructed within one year after the date of this agreement, by or under the direction of the Highway Department in accordance with plans and specifications approved by and subject to the inspection and approval of the Secretary or his authorized agents. No Federal Aid shall be paid under this agreement for the construction of said new structure, but nothing herein contained shall preclude the granting of Federal Aid thereon upon request and under usual limitations.

(c) The estimate of cost and the amount of Federal Aid approved for the roadway and for the bridges of more than 20 ft. clear span covered by this agreement are, respectively, as follows: Roadway, approved estimate $42,169.40, Federal Aid $15,180.98; two bridges, approved estimate $42,460.03, Federal Aid $15,285.61.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the sum of thirty thousand, four hundred sixty-six and 59/100 dollars ($30,466.59), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighty-four thousand, six hundred twenty-nine and 43/100 dollars ($84,629.43), the approved total estimated cost of Section B of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B of said project shall not in any event exceed the [illegible] and 59/100

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of June, 1933

ORECON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Lee Scott

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By Carl Washburn

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. [illegible] OFFICE: 1931 8—5516

FORM 8-A-1 2000 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-13

OREGON STATE HIGHWAY COMMISSION
SALEM

June 27, 1933

IN REPLY PLEASE REFER TO FILE NO.

NOTED
Chf. Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: JOHN BEAKEY

Dear Sir:

Your letter of June 22nd, received asking when the new pavement from Bear Creek to the Ashland undercrossing will be open. The pavement has been laid long enough to open for traffic but was not opened last week on account of work finishing the bridge rails and placing the shoulder rock. I have not received direct word from Whitmore but believe the pavement is open this week.

Mr. Whitmore thought it might be possible to place a red electric light near the undercrossing. This should be a temporary installation and could probably be hung from a guy wire across the street so that it would not interfere at all with construction of the new undercrossing.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

757-B

OREGON STATE HIGHWAY COMMISSION
SALEM

June 25, 1935

Mr. Leslie M. Scott, Chairman
State Highway Commission
1025 Yeon Building
Portland, Oregon

Dear Mr. Scott:

I am enclosing for your approval Voucher No. 5,735, in the sum of $28,154.30, in favor of contractors Washburn & Hall who have the contract for the construction of the Bear Creek Section of the Pacific Highway.

Mr. Washburn was in my office the other day and asked that his voucher be expedited as much as possible to enable him to take advantage of discounts on cement purchases. I told him that it was somewhat irregular to handle vouchers in the manner suggested by him, but in the present instance I would accommodate him.

The within voucher has been signed by Mr. Baldock and Mr. Washburne. If you approve the payment, will you kindly sign it and return it to me in the enclosed self-addressed envelope?

Very truly yours

Secretary

HBG:AJ

FORM 5-A-1 [illegible] 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-R

June 21, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: H. G. Smith

Dear Sir:

The core drill should reach the Siskiyou job Thursday morning, as it left the Salem shops Tuesday about 9:30 A. M.

We plan to put the first hole down near Barren Creek, and the second one down near Torrent Creek. We plan to run two eight-hour shifts six days a week; and if you think it advisable, will put on a third shift. I would plan to stop drilling, regardless of how far along we are, three days before bids are open.

Please advise if the above arrangements are satisfactory.

Very truly yours,

E. A. COLLIER,
Division Engineer.

EAC:ES
cc R. H. Baldock

NOTED
State Highway Engineer

FORM 8-A-1 5000 5M 8-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDO
STATE HIGHWAY ENG
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 20, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION; J. N. Bishop

Dear Sir;

When Mr. Eakin was in the office a few days ago, he stated that you were to make up the betterment order covering the work done inside the city limits of Ashland.

Will you please do this, or furnish us with an estimate of the quantities used and costs and we will prepare the order.

Very truly yours,

R. A. COLLIER
Division Engineer

By
C. D. Cannon
Office Engineer.

CDC;ES
cc R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 3500 SM 6-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

15-9-B

June
20th
1933

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Department
Roseburg, Oregon

Dear Sir:

Referring to your letter of the 12th relative to the construction of a bituminous pavement connection between the old pavement and the north end of the new construction on the Bear Creek-Ashland section.

Your letter states that the new pavement will be made about 18' wide but this letter was not received in this office until June 13 and the paving plant reports show that the work was completed on that date.

This pavement should have had a minimum width of 20' throughout and in all similar cases please see that this minimum is maintained.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. N. Bishop
Maintenance Engineer

WT/er

cc R. H. Baldock

NOTED
State Highway Engineer

FORM S.A.1. 7939, 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

May 27, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Please install plugs in the concrete pavement as instructed in my previous letter in order that the pavement may be mud jacked as the settlement takes place. Install only in such places of the pavement where settlement will take place.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

R. H. B.

FORM 5-A-1 6794 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

May 27, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Mr. Whitmore advises me that paving will be started at Ashland Monday, May 29th. Mr. Whitmore has the same inspection crew that was on the Medford job except Mr. Howell and it may be that Mr. Finkbiner has planned to have him also. The contractor has secured a good part of Jacobsen-Jensens concrete crew so that work should go ahead smoothly.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H.Baldock
cc. N.M. Finkbiner
EAC:AW

FORM 5-A4 7000 5M 3-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

157 B

May 23, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In constructing the pavement over the Ashland-Bear Creek Section, in those places where foundation trouble is anticipated provision should be made for future mud jacking of the slabs.

This is done by inserting two 2" round wooden plugs in the center line of the panel spaced 5' apart, and 5' to the edge of the panel. These plugs should be well soaked before being inserted so that they will not swell and crack the pavement. These can easily be bored out at the time of mud-jacking and avoid the extra cost of drilling holes through the panels.

Please submit price agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 5-A-1 7820-5M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 22, 1933.

IN REPLY PLEASE REFER TO FILE NO. 7-13

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

I understand from Mr. Libby that you were quite pleased with the white edging as placed on the curves near Medford and wish to use this on the curves at the Ashland Undercrossing. This meets with my approval provided you can get a satisfactory price agreement with the contractor, as this is the first work of this kind to be done and it will probably establish a precedent for the other contractors should we continue to use this method of edging, therefore it is quite important that we get as low a price as possible.

Kindly submit price agreements for such amounts as you wish to do.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

May 1, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Enclosed for signature and return to this office are two copies of agreement for Oregon Emergency Construction Highway Project E-157-B, Bear Springs-Ashland section of the Pacific Highway.

This project includes grading and paving through an underpass but does not include the structure. A clause has accordingly been inserted in the attached agreement obligating your organization to construct this structure within one year.

We have not yet been advised of the amount of railroad contribution in connection with this project. We know, however, that you have requested only 50% Federal Aid and Emergency funds combined on the grading and paving of the underpass, which amount is included in the agreement.

We are also enclosing one copy of the agreement estimate which was used as the basis of the project agreement, and one copy of the specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
MAY [illegible] - 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-A-1 6750 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157-B

April 24, 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 25 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

NOTED
State Highway Engineer

ATTENTION: K. G. SMITH

Dear Sir:

Your letter of April 19th, ask for a report regarding the Curry County men sent to Ashland for employment on the Bear Creek-Ashland Section. The attached report from Mr. Whitmore, Resident Engineer, was written after receiving a request from this office that the matter be investigated. If there is any further information you wish regarding this, kindly advise.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R.H. Baldock
CDC:AW

-157B

April 17, 1933

Washburn & Hall
General Contractors
Ashland, Oregon

Gentlemen:

In reply to your letter of April 15th, this will advise that we will be glad to do what we can to expedite payment of your April estimate in connection with the Bear Creek-Ashland grading and paving project.

A voucher covering this estimate has been prepared and will be signed by the State Highway Commission at its meeting in Portland on Wednesday. The voucher will then be forwarded to you on Thursday and as soon as received back will be transmitted to the Secretary of State, by whom the warrant will be issued.

This method of handling the voucher is not in accordance with your telephone conversation with Mr. Collier, but we are afraid that if the voucher is forwarded to you before going to the Commission that it may not be received back in time to be signed by the Commission on Wednesday, in which event passage of the voucher might be delayed several days. By having the voucher signed by the Commission in advance, we will be able to send you the warrant on Monday or Tuesday of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

WASHBURN & HALL
GENERAL CONTRACTORS
ASHLAND, OREGON

April 15th. 1933

S.H. Probert, Office Engineer
State Highway Commission
Salem, Oregon

Dear Sir:-

We would appreciate it very much if you will rush our monthly estimate which is being sent in today, all that you can.

We have been crowding the work here so fast that it has taken considerable more money than we figured the job would take and we are getting very short of funds.

We hope you will be able to get the estimate through in time for us to get the check before May 1st as we will be in a serious position if we do not get it by that date.
We did not get the March 15th estimate check until April 13th.

Thanking you in advance for helping us, we remain.

Yours very truly

Washburn & Hall

By, S. Washburn

FORM 8-0-1 7480 1M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

157-B

April 15, 1933

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

ATTENTION: C. H. PROBST

Dear Sir:

Herewith Monthly Estimates to April 15th, for the following jobs: Bear Creek-Ashland, Gregg Ranch grading, Cheshire-Prairie Road surfacing, Koepke & Hinsdale Slough grading, and Paradise Creek-Red Bridge surfacing.

You will note that the last contract named is now estimated to considerably overrun the Preliminary Estimate. The big slides which came into and slid out of this road during the big New Years storm have made necessary a large increase in the excavation quantities and this in turn will increase both over haul and truck haul quantities. Furthermore, this storm and subsequent slides show a necessity for additional culverts and drain pipe which are to be placed under a State Force Order recently approved. With the exception of this single contract you will note that the others are apparently going to stay within the Preliminary Estimates.

Washburne & Hall were complaining last week that they had not yet received payment for March 15th. Please expedite the passage of these estimates. I hope to have the other three estimates from this division in your office by Monday morning, April 17th. These are Central Point-Medford paving, White Bridge Approaches grading, and Little Butte Secondary Highway grading.

Very truly yours,

E. A. Collier
E. A. Collier
Division Engineer

EAC:AW

FORM-S-A-1 7520 5M 2-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-B

OREGON STATE HIGHWAY COMMISSION

SALEM

April 3, 1933

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 4 1933
OREGON
STATE HIGHWAY COMMISSION

R. H.Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. W. BISHOP

Dear Sir:

We are returning herewith, with the information requested in your letter of April 1st, your file 194-2, Department Order covering 84 lineal feet of 2" galvanized pipe to be shipped to Mr. P. P. Whitmore at Ashland, Oregon.

Very truly yours,

E. A.Collier
Division Engineer

By
C.D. Cannon
Office Engineer

cc. R.H. Baldock
CDC:AW

NOTED

157-B

MARCH
Thirtieth
1933

Mr. P. P. Whitmore
Resident Engineer
Ashland, Oregon

Dear Sir:

In connection with the work being performed on the Bear Springs-Ashland Section, Federal Aid Project No. E-157-B, please be advised that instead of the station limits for Unit No. 1, as given in the instructions sent to you previously, the limits should be Station 0 minus 50 to Station 0+00 and Station 21+00 to Station 82+29; also, the work being done between Station minus 2+00 and Station 0 minus 50 is non-participating work, and should be so shown on the monthly estimates.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

157-B

March 29, 1933

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 13, in which inquiry is made concerning the north station limit of the concrete pavement to be constructed on Project No. E-157-B, Bear Springs-Ashland Section of the Pacific Highway. Please be advised that Station 0 minus 50 as given in the Special provisions is correct and the plans and agreement estimate have been revised to conform to this station limit. Accordingly, we are enclosing herewith six copies of the revised estimate, and, under separate cover, four blueprint copies of sheets 1, 2 and 3 of the plans are being sent to you.

The discrepancy mentioned in your letter concerning the "8" pipe in place" at Station 8+85 as shown on sheet number 3 of the plans, has likewise been corrected.

With reference to the inquiry contained in the second paragraph of your letter, regarding the amount of funds to be contributed by the railroad company for the roadway approaches to the undercrossing, we will be unable to ascertain this amount until an order has been issued by the Public Utilities Commissioner. However, for the reason that the petition which has been filed with the commissioner requests railroad cooperation on the section of roadway from Station 0+00 to Station 21+00, and the law specifies their cooperation to be fifty per cent, the amount of railroad cooperation for the roadway approaches cannot exceed the amount set up in the estimate as state funds, although it may possibly be less.

For your information, a copy of the petition concerning the undercrossing structure and roadway approaches, which has been filed with the Public Utilities Commissioner, is enclosed herewith.

The hearing is scheduled for April 5th, after which the usual copies of the Commissioner's order will be furnished to you.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Project No. E-157-B

BEAR SPRINGS - ASHLAND SECTION OF THE
PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 24, 1933

ROADWAY

Unit No. 1 - (Sta. 0 minus 50 to 0+00; Sta. 21+00 to 82+29

All Required		Clearing and Grubbing		$ 337.82
28,000	cu. yds.	Excavation, Single Classif.	$ 0.28	7,840.00
71,000	yd. sta.	Overhaul	0.01	710.00
46,000	yd. mi.	Truck Haul	0.10	4,600.00
13,300	sq. yds.	Portland Cement Concrete Pavement	1.50	19,950.00
1,100	lin. ft.	Expansion Joints	0.14	154.00
7,200	" "	Contraction Joints	0.02	144.00
700	only	Dowels	0.15	105.00
7,000	lbs.	Tie Bars & Reinforcement	0.04	280.00
2,300	cu. yds.	Crushed Gravel Shoulders	1.15	2,645.00
350	cu. yds.	Filler	0.30	105.00
400	yd. mi.	Hauling Filler	0.20	80.00
550	lin. ft.	8" Porous Drain Tile	0.50	275.00
60	cu. yds.	Rock or Gravel Backfill	1.00	60.00
30	lin. ft.	42" Asphalt-Coated Corr. Iron Pipe	5.00	150.00
50	lin. ft.	12" " " " " "	1.10	55.00
180	" "	18" " " " " "	1.50	270.00
100	" "	24" " " " " "	2.25	225.00
110	" "	30" " " " " "	3.00	330.00
			Sub-total	$ 38,335.82
			10% Engr. & Cont.	3,833.58
			Total................	$ 42,169.40

STRUCTURES

Unit No. 2 - Earth Approaches to Undercrossing (Sta. 0+00 to Sta. 21+00)

All Required		Clearing and Grubbing	$	$ 126.03
47,000	cu. yds.	Excavation, Single Classif.	0.28	13,160.00
2,500	sq. yds.	Removal of Old Pavement	0.10	250.00
5,200	" "	Portland Cement Concrete Pavement	1.50	7,800.00
400	lin. ft.	Expansion Joints	0.14	56.00

2,800	lin. ft.	Contraction Joints	$ 0.02	$ 56.00
300	only	Dowels	0.15	45.00
2,000	lbs.	Tie Bars & Reinforcement	0.04	80.00
700	cu. yds.	Crushed Gravel Shoulders	1.15	805.00
100	" "	Filler	0.30	30.00
100	yd. mi.	Hauling Filler	0.20	20.00
70	lin. ft.	12" Asphalt-Coated Corr. Iron Siphon Pipe	1.50	105.00
30	" "	12" Asphalt-Coated Corr. Iron Pipe	1.30	35.00
150	" "	36" " " " " "	4.60	690.00
		Sub-total		$ 23,278.03
		10% Engr. & Cont.		2,327.80
		Total		$ 25,605.83

Bridge (Sta. 61+85 to 63+64)

1,700	lin. ft.	Creosoted Piling	0.70	$ 1,190.00
40	M-FBM	Creosoted Lumber	68.00	2,720.00
130	cu. yds.	Class "D" Concrete	13.50	1,755.00
28,000	lbs.	Metal Reinforcement	0.045	1,260.00
368	lin. ft.	Composite Handrail	2.00	736.00
				$ 7,661.00

Bridge (Sta. 80+50 to Sta. 82+29)

1,700	lin. ft.	Creosoted Piling	0.70	$ 1,190.00
40	M-FBM	Creosoted Lumber	68.00	2,720.00
130	cu. yds.	Class "D" Concrete	13.50	1,755.00
28,000	lbs.	Metal Reinforcement	.045	1,260.00
368	lin. ft.	Composite Handrail	2.00	736.00
				$ 7,661.00

Sub-total, bridges	$ 15,322.00
10% Engr. & Cont.	1,532.20
Total, Bridges	$ 16,854.20

Length of Roadway (Sta. 0 minus 50 to 0+00; Sta. 21+00 to Sta. 82+29) 1.102 mi.

Length of Undercrossing Unit (Sta. 0+00 to 21+00) 0.397 mi.
Length of 2 Trestles 0.068 mi.

0.465 mi.

Total length of project 1.567 mi.

Cost per mile, roadway - $ 38,266.24

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds Requested		Emerg. Constr. Hwy. Funds Requested	State Funds
Roadway Structures	$42,169.40	$15,180.98	(36%)	$26,988.42	$ - -
Earth Apprchs. to Undercrossing	25,605.83	9,218.10	(36%)	3,584.81	12,802.92
2 Trestles	16,854.20	6,067.51	(36%)	10,786.69	- -
	$84,629.43	$30,466.59		$41,359.92	$12,802.92

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920
State Funds for Maintenance: Chapter 41, Laws 1927.

FORM 2-8-1 7430 1M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

157-B

March 17, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

In reply to your letter of March 10th, asking me to secure Price Agreement of $7.00 per lineal foot in place for 48" Armco Paved Invert Corrugated iron pipe from Washburne and Hall, will state that Washburne says that he can not do it for $7.00 per foot. He told me the price of $6.00 per lineal foot from the pipe company did not include the bands and that on account of the weight of the pipe, it would be necessary to handle this in sections not over 25 feet long, which would require five bands, costing $30.00 and that the installation of the pipe was more expensive than ordinary on account of the weight. Prior to receiving your letter I had secured a price agreement from him for $6.35 per lineal foot for asphalt coated iron pipe. I believe the paved invert pipe would be considerably better for us and it may be that the Coast Culvert and Flume Co. did include the bands in the price of $6.00 per lineal foot. Please ask the pipe company if their price includes bands.

I would prefer the paved invert at $7.00 per foot rather than the plain asphalt coated at $6.35, but doubt if the paved invert is worth $1.55 per foot more than the asphalt coated. Please advise your wishes at your early convenience.

I am attaching hereto Price Agreement for the ~~asphalted~~ coated in case the paved invert price can not be reduced.

Very truly yours,

E. A. Collier
Division Engineer

3-22-33
Approved and handed to Dehart

cc. R.H. Baldock
EAC:AW

RECEIVED
MAR 20 1933
OFFICE OF
CONSTRUCTION ENGINEER

NOTED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 13, 1933

Mr. R. H. Baldock
StateHighway Engineer
Salem, Oregon

MAR 1 [illegible]

Dear Sir:

Receipt is acknowledged of your letter of March 3, 1933, with which you forwarded copies of agreement estimate for Oregon Emergency Construction Highway Project E-157-B, Bear Springs-Ashland section of Pacific Highway.

It is necessary in project agreements to recite the amount of funds to be contributed by railroads for grade separation structures. We will accordingly hold the estimates here pending receipt of information concerning the amount of such funds.

At Sta. 8+85 the plan profile shows "8-inch Concrete Pipe, 195' (in place)"; the plan portion of the sheet shows at the same location "8 C. I. Pipe." Is any of the porous drain tile shown in the estimate to be used at this location? In any event, the plans should clearly differentiate between culvert pipe or other structures to be used in place and those to be placed under contracts for Federal Aid work.

The plan sheet delineating sections of concrete pavement show it to be placed back to 0 - 2+00; special provisions show it to be placed only back to 0 - 50. Please advise which is correct.

It will be appreciated if you will revert to your former practice of showing in the plan summary the actual quantities as well as the rounded off estimate quantities. The quantities from the detail plan sheets should check the actual quantities in the summary which in turn should check the estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 9-A-1 6706 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157B

OREGON STATE HIGHWAY COMMISSION

SALEM

March 10, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the culvert at the Ashland undercrossing concerning which the advisability of increasing the size instead of placing a double pipe was under discussion, beg to advise that the Coast Culvert and Flume Company who have the order for the culverts are willing to make a special price on Paved Invert Culverts in order to place a sample of this pipe in this state. They only pave Armco Pipe and incorder to make it competitive with steel they are willing to assume certain expense themselves for demonstration purposes, therefore they have quoted the contractor $6.00 F.O.B. Ashland, therefore if you are able to secure a price agreement of $7.00 per lineal foot in place and the grades at the undercrossing permit of the installation of this size of pipe, I will endeavor to secure approval of the agreement.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

March 2, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement covering the Bear Springs-Ashland Section, emergency project No. E-157-B.

We are likewise sending under separate cover four blueprint copies each of sheets No. 1 and 2 of the plans. These sheets have been changed to show that work which is to be done on the earth approaches to the undercrossing as Unit No. 2 and all other work on the project as Unit No. 1.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/CS

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Project No. E-157-B

BEAR SPRINGS - ASHLAND SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices)

Salem, Oregon, March 1, 1933.

ROADWAY

Unit No. 1 - (Sta. minus 2+00 to 0+00; Sta. 21+00 to 82+20)

All Required		Clearing and Grubbing		$ 357.82
28,000	cu. yds.	Excavation, Single Classif.	$ 0.28	7,840.00
71,000	yd. sta.	Overhaul	0.01	710.00
46,000	yd. mi.	Truck Haul	0.10	4,600.00
13,300	sq. yds.	Portland Cement Concrete Pavement	1.50	19,950.00
1,100	lin. ft.	Expansion Joints	0.14	154.00
7,200	" "	Contraction Joints	0.02	144.00
700	only	Dowels	0.15	105.00
7,000	lbs.	Tie Bars & Reinforcement	0.04	280.00
2,300	cu. yds.	Crushed Gravel Shoulders	1.15	2,645.00
350	cu. yds.	Filler	0.30	105.00
400	yd. mi.	Hauling Filler	0.20	80.00
550	lin. ft.	8" Porous Drain Tile	0.50	275.00
60	cu. yds.	Rock or Gravel Backfill	1.00	60.00
50	lin. ft.	42" Asphalt-Coated Corr. Iron Pipe	3.00	150.00
50	lin. ft.	12" " " " " "	1.10	55.00
180	" "	18" " " " " "	1.50	270.00
100	" "	24" " " " " "	2.25	225.00
110	" "	30" " " " " "	3.00	330.00
		Sub-total		$38,335.82
		10% Engr. & Cont.		3,833.58
		Total		$42,169.40

STRUCTURES

Unit No. 2 - Earth Approaches to Undercrossing (Sta. 0+00 to Sta. 21+00)

All Required		Clearing and Grubbing	$	$ 126.03
47,000	cu. yds.	Excavation, Single Classif.	0.28	13,160.00
2,500	sq. yds.	Removal of Old Pavement	0.10	250.00
5,200	" "	Portland Cement Concrete Pavement	1.50	7,800.00
400	lin. ft.	Expansion Joints	0.14	56.00

2,800	lin. ft.	Contraction Joints	0.02	56.00
300	only	Dowels	0.15	45.00
2,000	lbs.	Tie Bars & Reinforcement	0.04	80.00
700	cu. yds.	Crushed Gravel Shoulders	1.15	805.00
100	" "	Filler	0.30	30.00
100	yd. mi.	Hauling Filler	0.20	20.00
70	lin. ft.	12" Asphalt-Coated Corr. Iron Siphon Pipe	1.50	105.00
50	" "	12" Asphalt-Coated Corr. Iron Pipe	1.10	55.00
150	" "	36" " " " " "	4.60	690.00
		Sub-total		$23,278.03
		10% Engr. & Cont.		2,327.80
		Total		$25,605.83

Bridge (Sta. 61+85 to 63+64)

1,700	lin. ft.	Creosoted Piling	0.70	$ 1,190.00
40	M-FBM	Creosoted Lumber	68.00	2,720.00
130	cu. yds.	Class "D" Concrete	13.50	1,755.00
28,000	lbs.	Metal Reinforcement	0.045	1,260.00
368	lin. ft.	Composite Handrail	2.00	736.00
				$7,661.00

Bridge (Sta. 80+50 to Sta. 82+29)

1,700	lin. ft.	Creosoted Piling	0.70	$1,190.00
40	M-FBM	Creosoted Lumber	68.00	2,720.00
130	cu. yds.	Class "D" Concrete	13.50	1,755.00
28,000	lbs.	Metal Reinforcement	.045	1,260.00
368	lin. ft.	Composite Handrail	2.00	736.00
				$7,661.00

Sub-total, bridges	$15,322.00
10% Engr. & Cont.	1,532.20
Total, Bridges	$16,854.20

Length of Roadway (Sta. minus 2+00 to 0+00; Sta. 21+00 to Sta. 82+29)		1.130 mi.
Length of Undercrossing Unit (Sta. 0+00 to 21+00)	0.398 mi.	
Length of 2 Trestles	0.068 mi.	
		0.466 mi.
Total length of project		1.596 mi.

Cost per mile, roadway - $ 37,180.53

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds Requested	Emerg. Constr. Hwy. Funds Requested	State Funds
Roadway Structures	$42,169.40	$15,180.98 (36%)	$26,988.42	$ --
Earth Apprchs. to Undercrossing	25,605.83	9,218.10 (36%)	3,584.81	12,802.92
2 Trestles	16,854.20	6,067.51 (36%)	10,786.69	--
	$84,629.43	$30,466.59	$41,359.92	$12,802.92

State Funds for Constr.: Chapter 175, Laws 1917; Chapter 31, Laws 1920
State Funds for Maint.: Chapter 41, Laws 1927.

Ashland
undercrossing

157-B

February 27, 1933.

Mr. J. W. DeSouza:

I am sending you herewith duplicate copies of communications received from Mr. A. G. Skelton and also Mr. B. A. Martin in reference to the condition of the highway at and adjacent to the proposed undercrossing at Ashland.

It would appear from Mr. Martin's letter that he might be in shape to give us some pretty good testimony in regard to the condition of the road during the wet and snowy weather.

Mr. Skelton's communication is more or less of a resume of his findings, and is of principle value in outlining what testimony you can expect from local people. It would appear that Capt. Bown, Chief of Police Talent, Miss Virginia Johnston, Mr. McClelland, Mr. Claycomb and Mr. R. L. Crosby would all be in shape to give us pretty good testimony in regard to the dangerous condition of the crossing.

I should like to call your attention particularly to the outline of the testimony which could be secured from Mr. F. H. Walker, City Engineer of Ashland. It would appear from Mr. Walker's statement that the new location for the crossing is where we originally wanted it to go, which location was changed at the instance of the Southern Pacific Company among others in order to cut down the expense of a heavy skew angle.

I am searching the Jackson County records for official accident reports, and will send you a list as soon as it is completed. You can then pick out the ones you want, and I will secure certified copies for you.

C. B. McCullo
Bridge Engine

CBM:AP
cc Mr. R. H. Baldock

SIONERS
RD
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Ashland, Orégon
February 21, 1933.

Mr. C. B. McCullough
Assistant State Highway Engineer,
Salem, Oregon.

COPY

Dear Sir:

I was talking with Mr. A. G. Skelton, and for your information I will give you an idea of what happened at the Under Grade Crossing just north of Ashland on December 8, 1932.

We started running the new location on this date. There was about one inch of snow on the pavement at the Crossing and while we were working there in the forenoon there was approximately 100 cars passed, 90 percent of the cars had trouble going both North and South as the curve is so sharp that cars coming from the North had to slow up or else they would go in the ditch, and the cars that did slow up were unable to get traction and consequently they either turned around on the pavement or went in the ditch.

Most of the cars going north were going so fast that they were unable to make the sharp curve and they would run in to the bank on the North side of the road.

There were 9 cars in the ditch at one time.

Hoping this information will be of some help to you.

Very truly yours,

B. A. Martin

B. A. Martin
Resident Engineer

ISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Roseburg, Oregon.

Mr. C. B. McCullough
State Bridge Engr.
Salem, Oregon.

Dear Sir:

Reference is made to your letter of Feb. 17th, in which you asked me to investigate the accidents that have occurred near or at the existing underhead crossing of the Southern Pacific just north of Ashland.

I was in Medford and Ashland yesterday to check this matter up and I will list below the various people that I interviewed while down there:

I was in to see Captain Lee Bown of the State Police in Medford. Captain Bown advised me that they have no record there of the accidents reported. These accident reports are sent to the Secretary of State's office in Salem where, I believe, they are kept by counties. It is possible that if the Jackson County file could be gone through, a number of accidents that have occurred at this point could be found. Captain Bown said there had been a large number of accidents, both at or near the existing underhead and in the section just north of the Hot Springs which would be at about the north end of this project. As far as he knew, there have not been any fatal accidents at the underhead but there have been several north of the Hot Springs. He was not able to site any definite accidents at the underhead.

I saw Mr. C. P. Talent, who is now Chief of Police in Ashland, and who from 1926 to 1930 was with the State Police on the section from the state line to Medford. I believe Mr. Talent served in various capacities of the police, and at about the time of his retirement, was Captain of the Medford district. Mr. Talent had just recently destroyed his copies of the reports that he had made during this period and was not able to site any definite accidents at this point. He advised, however, that there had been at least ten accidents per year at this underhead; a good many of them being due to the icy condition that is prevalent there during the winter months, which with the sharp curvature makes this an extremely hazardous point. Mr. Talent also said that probably the reason there has not been more accidents at this point was on account of the fact that most of the local people were familiar with the place and drove with great caution when approaching it and that most of the accidents that have happened have been with foreign cars which were not familiar with the conditions at this point. According to Mr. Talent, this place, in his opinion is the most treacherous spot on any section of the Pacific Highway that he has patrolled, and he has narrowly escaped serious accidents there several times.

I next saw Miss Virginia Johnston, who I believe is News Editor of the Ashland Tidings. Miss Johnston was able to recall three accidents which happened at this spot, though she was not able to give the individuals or the exact date that these accidents happened. She stated that about two years ago, either a truck or a stage ran into a telephone pole just south of the undercrossing, broke off the pole and seriously damaged the vehicle. She also advised that an individual by the name of Gaston Fernand, with a load of people from the Normal School had a serious accident on this curve just south of the underhead in which several were quite seriously hurt. This happened about three years ago.

I next saw Mr. C. McClelland and Mr. Claycomb of the Claycomb Motor Co. Mr. Claycomb advised me that they handled at least six wrecks per year from this point. He went back in his records and picked out two accidents in the last year which he remembered particularly. On Oct. 17th, 1932, a ford driven by Dave H. Forkner of 1525 Going Street, Portland, Oregon was wrecked on this curve just south of the underhead. The car was a total loss and he allowed the owner $5.00 for it on the purchase of another car. No one was seriously injured. On July 15, 1932, a Mr. & Mrs. F. B. Bartlett of 206 South Eighth St., Fargo, North Dakota had a serious wreck just south of the undercrossing. Their car was damaged in excess of $200.00 and their child was quite seriously cut and the mother was injured. The car, a plymouth sedan, I believe, went off the grade and hit a telephone pole. Mr. Claycomb said that this was one of the most dangerous spots that he knew of, adjacent to Ashland, and that he himself had very nearly had several accidents at this point.

I next saw Mr. R. L. Crosby, who has been shop foreman for the Automotive Shop, (Ashland Dealers for Chevrolet) for the past several years. Mr. Crosby estimates that they have handled at least six wrecks per year for the past several years from this point. The last one they had was about Jan. 14th when a truck loaded with potatoes turned over and blocked the road at that point. The road was blocked, I believe for about a half an hour while they were trying to get the truck over and the truck was damaged slightly.

From the above it would seem that a reasonable estimate of the wrecks at this point that are serious enough to require attention, either from a wrecker or repairs at the shop, would average probably between fifteen and twenty per year. There are undoubtedly as many more which are damaged slightly and the car is able to go on under its own power. There does not seem to be any record of there ever having been a fatal accident at this point, but there have been a large number who were injured more or less seriously and a great deal of property damage. Practically all those I talked to were of the opinion that a far greater share of the accidents happened to foreign cars, as everybody in this vicinity is fully aware of the danger that exists at this point. It probably would be well to check through the Jackson County accident reports which are on file in the Secretary of State's office and undoubtedly a large number of accidents occuring at this point will be on reports there. I did not have an opportunity to go through the files of the Ashland Tidings but I believe it would be much easier to get this information from the accident reports. In case you deem it necessary to get any information from the files of the paper, I have made arrangements with Mr. P. P. Whitmore, Resident Engineer at Ashland, Oregon to have one of his men check through these files and pick this information off. I told him that I would ask you to write to him in case you wish this done.

I saw Mr. F. H. Walker, who is City Engineer at Ashland, Oregon, in regard to any information he might have concerning this undercrossing. Mr. Walker advised me that the time this undercrossing was originally built, the highway commission had a location which approximated the new location that they nowhave very closely. This location called for an undercrossing of the S.P. north of the one that was built and was on a very heavy skew. A. Mr. B. F. Billings, who I believe is now a county commissioner in Jackson County owned considerable property at about the site of the proposed undercrossing and objected very strenuously to the line proposed by the highway commission. According to Mr. Walker, the S. P. joined with Mr. Billings in opposition to this line and sent an engineer of their own to locate another undercrossin g. Mr. Walker worked for this engineer and he states that the line that was run closely approximates the line that was actually constructed and that the highway commission on account of the opposition of both the railroad and the property owner accepted the railroad's location.

Mr. Walker also stated that the main objection of the railroad company to the proposed undercrossing and line was on account of the heavy skew there and that in making their location, they were primarily interested in crossing under the track at right angles. Mr. Walker has his diary kept during this period and if anything on the above would be pertinent in our case it might be that he would prove a valuable witness. I understand that Mr. Walker was employed by the highway commission in the construction of this line and existing undercrossing; that the undercrossing was built in cooperation by the railroad and highway commission, the railroad building the structure and the dirt being removed by the commission.

I am enclosing a sketch together with a number of photographs that I have taken near the existing undercrossing.

Very truly yours,

A. G. Skelton (signed)

A. G. Skelton

AGS:AW

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

16

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 18, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are today recommending approval of Oregon Emergency Construction Highway Project No. E. 157-B, and concurrence in the award of contract to the low bidder is hereby given as of this date.

You are hereby authorized to claim payment for all work done subsequent to the date of this recommendation provided however, that authorization is given subject to such changes being made in the plans and specifications as may be required by the Chief Engineer.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

Bear Creek Ashland
Contract awarded
February 24, 1933
JHG.

REFERRED TO
Probert
By State Highway Engineer

Is this the Ashland job?

R. H. B.

RECEIVED
FEB 21 1933
OREGON
STATE HIGHWAY COMMISSION

157-B

February 18, 1933

REGISTERED
Return Receipt Requested

Washburn & Hall
951 Northeast 30th Avenue
Portland, Oregon

Gentlemen:

Confirming telephonic conversations with Mr. Washburn at Portland and Mr. Hall at Eugene, this date, also confirming telegrams sent today to Mr. Washburn and Mr. Hall at Portland and Eugene, I wish to say that on account of technicality in securing the approval of the Bureau of Public Roads to the construction of the Bear Creek-Ashland Section of the Pacific Highway in Jackson County, for which you submitted the low bid on January 26, the State Highway Commission is not in position at this time to award officially the contract to you.

We expect to receive the approval of the Bureau of Public Roads within the next few days and immediately upon receipt of this approval it is anticipated that the State Highway Commission will at once award the contract. When the official award is made I will wire you of the action taken and authority for you to start construction operations. Until the award of the contract is made officially and you are notified to proceed with the work, any expense incurred by you either in actual construction operations or making preparations therefore will be at your own risk and expense for, in the event that this project is later abandoned on account of the refusal of the Bureau of Public Roads to cooperate in the cost of this construbtion or for any other reason, the State Highway Commission will be without authority to reimburse you for such expense.

Very truly yours

STATE HIGHWAY COMMISSION

By

Secretary

MBG:AJ

Washburn & Hall
775 11th St. West
Eugene, Oregon

FORM 2-A-1 6750 7500 12/32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-B

OREGON STATE HIGHWAY COMMISSION

SALEM

Feb. 7, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Hwy.Engr.
Salem, Oregon.

ATTENTION: H. W. LIBBY

Dear Sir:

We have a copy of your letter under date of Feb. 6th, to B. A. Martin regarding the error in the location of the existing highway as shown on the 100' to the inch map, Ashland-Bear Creek Section. We note that you have stated that the error was between stations 180 & 190. Should not this have been stations 80 to 90. A few days ago we received a copy of the 100' to the inch map for our files. The tracing evidently had not been corrected before that time and would like to ask that you please send us a corrected white print.

Very truly yours,

E. A. Collier
Division Engr.

By CDCannon
C. D. Cannon
Office Engr.

cc. R. H. Baldock

CDC:AN

6-A-1 6786 7800 12-32

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

1578

OREGON STATE HIGHWAY COMMISSION

SALEM

February 6, 1933.

In Reply Please
Refer to File No.

Mr. B. A. Martin,
Locating Engineer,
Ashland, Ore.

Dear Sir:

In checking the plans of the Bear Creek-Ashland section of the Pacific Highway, it was found that the existing highway, between Stations 180-190 on the relocation, was shown incorrectly. It appears that the new line was drawn on the old 100 ft. map, in which there must be some error and the new 100 ft. detail map, which was made here, reproduced the same error.

The 100 ft. tracing has been corrected in this office by platting the position of the old pavement from the cross sections. You will please correct the map in your possession, or if not able to do so from the notes you have, then note on the map that such correction is to be made.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. B. Smith,
Construction Engineer.

Dictated by

H. W. Libby

CC to
R.H. Baldock ✓
E. A. Collier
S. H. Probert

NOTED
State Highway Engineer

FORM 2-S-1 6673 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

7-13

OREGON STATE HIGHWAY COMMISSION
SALEM

February 1, 1933

Oregon State Highway Commission

Gentlemen:

In connection with the State's application for a hearing on the matter of the proposed construction of an undergrade crossing beneath the tracks of the Southern Pacific Company near Ashland, the Chamber of Commerce of Ashland and the City Council have filed resolutions with the Public Utilities Commissioner.

For your information I am inclosing copies of said resolutions.

Yours very truly,

J. M. DEVERS

JMD:PW

cc R. H. Baldock ✓
H. B. Glaisyer

RESOLUTION

BE IT RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE CITY OF ASHLAND:

Section 1.

That the Mayor and Council of the City of Ashland does hereby pledge its support to the Oregon State Highway Commission in any work it may undertake for the re-aligning and re-constructing of the Pacific Highway within the limits of said city.

Section 2.

That the City of Ashland, through its Mayor and Council, does hereby pledge to the State Highway Commission the support of said city in the securing of re-alignment of said highway as it may be altered on the north limits of said city.

Section 3.

That the City of Ashland, through its Mayor and Council, wishes to convey to the State Highway Commission its desire to co-operate on any program of highway development in this section.

Section 4.

That the City of Ashland, through its Mayor and Council, wishes to stress the fact that the highway north of Ashland needs re-alignment and widening, and that the great majority of the people of this territory are behind the Commission in any work it may undertake.

Section 5.

That it is only fair that a proper proportion of highway improvement be undertaken in the southern end of Jackson County, in order that there be an equitable distribution of highway expenditures, and with a resultant decrease in unemployment here.

The foregoing Resolution was duly adopted under a suspension of the rules at a regular meeting of the Common Council held on the 13th day of January, 1933.

AYES: five

NAYS: none

Approved this 14th day of January, 1953.

T. S. WILEY
Mayor

To all of which I hereby certify.

JAMES C. ADAMS
Recorder

RESOLUTION

WHEREAS, the State Highway Commission has completed a survey of a new route of the Pacific Highway from the city limits of Ashland to a point 1.6 miles north of the said Ashland city limits, and

WHEREAS, it is under stood that the State Highway Commission contemplates the immediate construction of this new unit in the Pacific Highway, and

WHEREAS, it is understood that the State Highway Commission has also completed a survey of that portion of the Pacific Highway from the point above mentioned to a point just north of the city limits of Talent, Oregon, this last new unit-survey being routed in such a manner that this new unit would, when and if constructed, be outside the city limits of Talent,

THEREFORE BE IT RESOLVED, that we are heartily in faver of this new highway unit from the city limits of Ashland to the point one and six-tenths miles north of the said Ashland city limits, that it would be a meritorious improvement of this unit of the Pacific Highway and that it would prove very valuable to all users of the said Pacific Highway, and further,

BE IT RESOLVED, that the State Highway Commission is hereby petitioned to as quickly as possible let the contract and start construction of this unit so as to indirectly aid in the relief of the unemployment in this area, and further,

BE IT RESOLVED, that we oppose the use of the present new survey of the second unit of this Ashland-Talent highway in that it would unquestionably ruin the business interest of Talent and that it would leave this important municipality without direct connection with the Pacific Highway,and further

BE IT RESOLVED, that we petition the State Highway Commission to make another survey of this second unit of the Talent-Ashland section of the Pacific Highway so that the said Pacific Highway would continue to enter and be a part of Talent as it is now, with such improvements of curves and widening of the highway within the business area of Talent as would be necessary to make that portion conform to the requirements of modern highway construction.

ASHLAND CHAMBER OF COMMERCE

(Signed) B. G. BARKWILL, President

R. E. DETRICK, Secretary.

(Copy of above resolution received from County Court of Jackson County, January 30, 1933 and signed as follows:

EARL H. FEHL, County Judge.

RALPH BILLINGS, County Comr.

R. E. NEALON, County Comr.

(Passed January 13th)

January 23, 1933

Mr. W. R. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the Bear Creek-Ashland Section, Project No. E-157-B.

Five bid proposals, five sets of blueprint plans and one set of original cross-sections for this work are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/BH

Encl.

Oregon State Highway Department

Emergency Construction
Hwy. Proj. No. E-157-B

BEAR SPRINGS-ASHLAND SECTION OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate with plans. Not as basis for project agreement)

Salem, Oregon, January 23, 1933

Roadway (Sta. Minus 2+00 to 0+00; Sta. 21+00 to 82+29)

All Required		Clearing & Grubbing		$ 1,200.00
28,000	cu.yd.	Excavation, Single Classification	$0.40	11,200.00
71,000	yd.sta.	Overhaul	0.02	1,420.00
46,000	yd.mi.	Truck Haul	0.15	6,900.00
13,300	sq.yds.	Portland Cement Concrete Pavement	1.80	23,940.00
1,100	lin.ft.	Expansion Joints	0.20	220.00
7,200	" "	Contraction Joints	0.03	216.00
700	only	Dowels	0.20	140.00
7,000	lbs.	Tie Bars & Reinforcement	0.05	350.00
2,300	cu.yd.	Crushed Gravel Shoulders	1.50	3,450.00
350	cu.yd.	Filler	0.40	140.00
400	yd.mi.	Hauling Filler	0.15	60.00
550	lin.ft.	8" Porous Drain Tile	0.40	220.00
60	cu.yd.	Rock or gravel Backfill	0.75	45.00
30	lin.ft.	42" Asphalt-Coated Corr. Iron Pipe	7.00	210.00
50	lin.ft.	12" Culvert Pipe	1.50	75.00
180	" "	18" " "	2.50	450.00
100	" "	24" " "	3.50	350.00
110	" "	30" " "	5.00	550.00
			Sub-Total	$ 51,136.00
			10% Engr. & Cont.	5,113.60
			Total	$ 56,249.60

Earth Approaches to Under-Crossing (Sta. 0+00 to Sta. 21+00)

All Required		Clearing & Grubbing		$ 400.00
47,000	cu. yd.	Excavation Single Classification	$0.40	18,800.00
2,500	sq. yd.	Removal of Old Pavement	0.40	1,000.00
5,200	" "	Portland Cement Concrete Pavement	1.80	9,360.00
400	lin.ft.	Expansion Joints	0.20	80.00
2,800	" "	Contraction Joints	0.03	84.00
300	only	Dowels	0.20	60.00
2,000	lbs.	Tie Bars & Reinforcement	0.05	100.00
700	cu.yd.	Crushed Gravel Shoulders	1.50	1,050.00
100	" "	Filler	0.40	40.00
100	yd.mi.	Hauling Filler	0.15	15.00
70	lin.ft.	12" Asphalt Coated Corr. Iron Siphon Pipe	2.00	140.00
50	" "	12" Culvert Pipe	1.50	75.00
150	" "	36" " "	6.00	900.00

Sub-total	$32,104.00
10% Engr. & Cont.	3,210.40
Total	$35,314.40

Bridge (Sta. 61+85 to 63+64)

1,700 lin. ft.	Creosoted Piling	$0.70	$ 1,190.00
40 M-FBM	Creosoted Lumber	70.00	2,800.00
130 cu. yds.	Class "D" Concrete	18.00	2,340.00
28,000 lbs.	Metal Reinforcement	0.045	1,260.00
368 lin. ft.	Composite Handrail	3.00	1,104.00
			$ 8,694.00

Bridge (Sta. 80+50 to 82+69) — 29.

1,700 lin.ft.	Creosoted Piling	$0.70	$ 1,190.00
40 M-FBM	Creosoted Lumber	70.00	2,800.00
130 cu. yds.	Class "D" Concrete	18.00	2,340.00
28,000 lbs.	Metal Reinforcement	.045	1,260.00
368 lin.ft.	Composite Handrail	3.00	1,104.00
			$ 8,694.00

Sub-total, bridges	$17,388.00
10% Engr. & Cont.	1,738.80
Total, Bridges	$19,126.80

Length of Roadway (Sta. minus 2+00 to 0+00: Sta. 21+00 to 82+29)		1.130 mi.
Length of Undercrossing Unit (Sta. 0+00 to 21+00)	0.398 mi.	
Length of 2 Trestles	0.068 "	
		0.466 mi.
Total length of Project		1.596 mi.

Cost per mile, Roadway $49,778.40

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Regular Federal Aid Funds	Emerg. Constr. Hwy. Funds	State Funds
Roadway				
Sta. minus 2+00 to 0+00, Sta. 21+00 to 82+29	$56,249.60	$20,249.85 (36%)	$35,999.75	--
Structures				
2 Trestles	19,126.80	6,885.64 (36%)	$12,241.16	--
Earth Appr. to Undercrossing	35,314.40	12,713.18 (36%) 17,657.20 ~~(50%)~~	4944.02 --	$17,657.20
Totals	$110,690.80	$44,792.69 39,848.67	$48,240.91 53,184.93	$17,657.20

FORM 2-6-1 5610 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

157-B

Jan. 21, 1933

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

NOTED

Dear Sir:

In the proposal for construction for the Bear Creek-Ashland grading and paving Sections I note that on page 12 of the Special Provisions the contractor will be relieved of constructing the new roadbed and the new pavement under the railway tracks in case the structure is not in place by June 1st, 1933. I wish to suggest that if possible, this date be made July 1st, or August 1st, for the reason that it is practicaly certain the structure will not be ready by June 1st, and that the contractor will not want to do the sork under the railroad track, which will mean that another contract must be let to complete this little piece of grading and paving under the tracks. I cannot see that the contractor should be seriously inconvenienced if he were held up on this part of the work until August 1st, in view of the reduced amount of new jobs which will be available after July 1st. The yardage of excavation involved will run between 3,000 and 4,000 yards and at least 200 feet of paving would be required. In the suggestions which I sent in for this job, I thought it best to simply give the contractor an extension of time if the structure was not ready for him.

On Page 18, the Special Provisions call for use of a rigid float from 16 to 18 feet in length which shall be operated longitudinal to the pavement. This type of float was not used at Green Creek and the Cment Association Representative there, tells me that better results are secured when this longitudinal float is not used. In my suggestions for both the Central Point- Medford job and the Bear Creek-Ashland job, I eliminated the use of this float, but note that in both cases the Special Provisions required it.

Please advise me if the use of this float is mandatory.

Very truly yours,

E. A. Collier

E. A. Collier
Division Engr.

RECEIVED
JAN [illegible] 1933

cc. S.H. Probert
cc. H.G. Smith

EAC:AW

FORM D-A-1 6766 7500 12-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

157 B

January 18, 1933.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Martin,
Resident Engineer,
Ashland, Ore.

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of January 16th, beg to advise that on Federal Aid Emergency work the contractor cannot sub-contract any of the work. He can, however, purchase gravel from commercial plants F.O.B. the plant.

The hauling of crushed rock, gravel, sand or mixed concrete, from the place of its production or from the place of its unloading from railroad cars, shall be considered a part of the work to be performed by the contractor with his own employees. However, the hauling of these materials may be done by the party furnishing the material if they conform to the same regulations and conditions of hiring their men through the county employment agency and conform to the 30 hour per week the same as does the contractors' forces. In other words, McLininger and Son may furnish the materials to the contractor F.O.B. their plant without conforming to the regulations as to labor. But if they haul the materials either placing them in stock piles or on the roadbed itself, they must conform to the same regulations as to labor as the contractor.

Labor restrictions do not apply to the men employed in the actual manufacturing of the materials themselves at the plant. We believe that this will answer your question. This subject is treated under the head "Sub-Contracting Prohibited," on Page 9 and 10 of the Special Provisions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

Dictated by

Chas. E. Low

By H. G. Smith

CC to
R.H. Baldock ✓
E. A. Collier

H. G. Smith,
Construction Engineer.

FORM 2-6-1 5910 1M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

PR#757-B
Bear Crk. Ashland

Jan. 14, 1933

RECEIVED
JAN 14 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Hwy. Engr.
Salem, Oregon.

Dear Sir:

Yesterday, I was in Ashland and Mayor Wiley of Ashland, and Chamber of Commerce Secretary, Detrick, told me that the protest meeting held the day before in Ashland consisted of two groups. First, the property owners who protested cutting through their places, and feared that would not receive sufficient compensation for the damage, and second, property owners and residents, of Talent who protest the change in the line through Talent, since the new location will leave their places of business off the highway. The section of highway from Bear Creek to Ashland can be constructed and used without reference to the location from Bear Creek north of Talent. No plan is under way at present to construct this latter section.

The Mayor said that he would have the City Council pass a resolution favoring the new location of the highway within the city limits of Ashland, and offering the City's cooperation, and urging the starting of this work as soon as possible to relieve unemployment. I told Mr. Detrick that so far as I was informed, the State would not ask the City for any financial cooperation and would reconstruct the approach to Main St. by grading and surfacing with black pavement similar to that now in place on Main St. Ralph Billings, who owns the dairy near the north city limits of Ashland, and through whose Father's place the new line will extend, is one of the new County Commissioners in Jackson County.

For the hearing February 8th, we should have a map scaled 400 feet to the inch showing in a bright red color the proposed revision of the highway from Bear Creek to Ashland, and in light dotted red the survey from Bear Creek to Talent. The present pavement should be shown in dark blue or black. It might be well also to have a map on a 100 feet scale showing the section from the Over Head Crossing in to the end of the project in Ashland.

Will you please have white prints made and if you wish, I can have them colored in this office.

Very truly yours,

(Copy to C. G. Washburne)

EACollier
E. A. Collier
Division Engr.

EAC:AW

CONTRACT#1467,

SEE:

CONTRACT#1466,

1467 Sen: Contract 1466

CONTRACT #1468,
1546,

PR 189-A Rice Hill Sec. 1932
1468
1546

FORM 5-A-4 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 2 - 1937
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

December 1, 1937

IN REPLY PLEASE
REFER TO FILE NO.

189-a

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. SMITH

Dear Sir:

If a final construction profile was prepared on the paving of the Rice Hill Section, Contract No. 1546, please mail us two prints.

Also, we request that you send us the transit and level notes on this section.

Very truly yours,

K. D. LYTLE
Division Engineer

By

R. B. Sipprell
Office Engineer

[illegible]
cc--R. H. Baldock ✓

NOTED
Div. Highway Engineer

1546

189a

August 10, 1934

United States Fidelity & Guaranty Co.
G. B. Eckles, Manager
Porter Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1546 covering concrete pavement construction on the Rice Hill Section of the Pacific Highway, Douglas County, has been completed by the contractor, Theodore Arens, and that final settlement will be made for the work done under said contract on or after August 20, 1934.

The State is not advised of any claims for labor or material or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the contractor.

For your information we wish to advise that the total amound paid the contractor in connection with this project will be $36,118.14, including the final payment.

Please acknowledge receipt of this letter.

Yours very truly,

MC

Secretary

FORM 9-A-1 19748 1EM 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

177-9

August 10, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATT: M. G. SMITH

Dear Sir:

We are returning herewith credit memorandum sent with your letter of August 9th, 1934, in which the Oregon State Highway Commission is credited with $56.85 on Southern Pacific Company bill No. 410531 for expense incurred in moving pole lines at Rice Hill section, Pacific Highway.

Very truly yours,

E. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

cc. R. H. Baldock
EAC:AWF

P.S. It appears to me that E. L. King's letter is the best supporting data for this credit and that it should be attached to copies of the bill and the bill should be reduced by this amount and the distribution in the same amount. Since no money has been paid a credit is hardly in order.

NOTED
State Highway Engineer

[illegible]

FORM S-A-1 12740 10M 6-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189a

August 9, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Herewith enclosed copy of letter received from Supt. E. L. King of the Southern Pacific Co. re their bill #410551 for expense incurred moving pole lines at Rice Hill, which is self explanatory.

We have taken this matter up with the Auditing Department and they have agreed to pass this claim thru for payment, providing we have the supporting data for the credit. We are enclosing three blank copies of our Credit Memo forms for this purpose. Will you please make up the credit Memo and approve it, showing cost distribution, etc., and return them to us for further handling.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. N. Hackett
H.

CC to
R. H. Baldock ✓

NOTED
State Highway Engineer

COPY

SOUTHERN PACIFIC COMPANY

Portland, Ore.

August 7, 1934

GMD-91524

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention Mr. H. G. Smith

Dear Sir:

With reference to your letter of July 18th regarding our bill #410551, covering expense incurred moving pole lines at Rice Hill:

Bill has been reduced $56.85. This company does not issue credit memoranda for reduction in bills. You may make a notation on bill as to this reduction and pass along for payment or return the bill to my office and I will have it re-made to reduce it to the proper total.

Please advise,

Yours very truly,

Signed) E. L. King

FORM 8 A-1 13743 15M 8-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

171-a

July 23, 1934

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have had Glenn Roberts place iron pins in the concrete pavement at the curve points on the Rice Hill section of the Pacific Highway and a list of these centerline points is attached hereto. I suggest these marks be indicated on the construction profile and in the transit notes and on the map so that in the future when we desire to pick up these centerline points, the information will be at hand.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 21st., 1934, 193

Section Rice Hill

Kind of work Portland Cement Conc. Pave.

Highway Pacific

Section prefix 10 P A -1

Contractor Theodore Arens

Contract number 1546 119a

Date of contract December 7th., 1933, 193

Date of completion May 31st., 1934, 193

Date work started March 9th., 1934, 193

Estimated date of completion June 30th., 1934, 193

Amount of contract $ 41,400.00

Per cent of time elapsed 100%%

Estimated cost of completed project, exclusive of engineering $ 42,406.74

Per cent of contract completed, based on total contract price 100%%

Engineering costs to date, $ 2,308.00, 5.4%%

Date project was completed June 30th., 1934, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed setting right of way posts and pins in the concrete pavement marking the curve points.

NOTED
H. G. SMITH

JUL 23 1934

Signed Glen E Roberts
Res. Engr.

Address Elkton, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

FORM S-A-1 [illegible]

	GRADING	SURFACING and shoulders	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.18	1.18			1.06
Miles partially completed	xxxxx	xxxxxx			xxxxx
Miles completed	1.18	1.18			1.06
Total estimated quantities	6,208	4,371			12,433
Estimated quantities moved or placed to date	6,208	4,371			12,433
Average daily quantities	xxxxx	xxxxxx			xxxx
Average daily quantities necessary to complete project on time	xxxxx	xxxxxx			xxxx
Number shifts per day	xxxxx	xxxxxx			xxxxx
Hours per shift	xxxxx	xxxxxx			xxxx
Average force on project for week	xxxxx	xxxxx			xxxxx

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Local Showers		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Cloudy		
Saturday	Light Showers		

FORM 9-A-1 19763 15M 8-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1-2

July 18, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. E. King,
Superintendent,
Southern Pacific Company,
Portland, Ore.

Dear Sir:

With reference to your bill #410551, covering expense incurred by moving pole lines at Rice Hill, wish to advise that we have been holding this bill waiting for the credit memorandum in the amount of $56.85, which you mentioned in your letter of July 5th as being sent. Upon receipt of this credit memorandum the bill will be placed in line for payment.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM S-A-1 19745 1M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

199-a

July 10, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

Attached hereto you will find Order For Extra Work on contract 1546, Rice Hill paving recently completed by Theodore Arens.

We requested the contractor to dig a small drainage ditch off the right of way. He feels that he should have force account for this rather than yardage as the yardage involved was quite small and as the item is quite small I recommend approval of this order. This is the only adjustment requested on the Rice Hill contract by Mr. Arens.

We expect to submit final for this job about the latter part of this week.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AWF

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

189-A

OREGON STATE HIGHWAY COMMISSION

June 12, 1934

Mr. E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Reference is made to your letter of June 9th concerning an extension of time on the Theo. Arenz contract No. 1546 - Rice Hill Section in Douglas County.

Please be advised that on May 15th we received Mr. Arenz application for an extension of time on the above contract of 30 days. It was intended to submit this application to you for recommendation in accordance with our usual practice but through error it was placed with a number of other applications for extension of time and sent to the Commission meeting on May 17th. and the following action was taken:

"Theo. Arenz, Contract No. 1546, paving Rice Hill Section of the Pacific Highway in Douglas County, requested an extension of time of thirty days from May 31, 1934 to June 30, 1934 in which to complete this project as they encountered unfavorable subgrade conditions. The engineer advised that the contractor's delay has not caused any inconvenience to the traveling public, neither has it added any extra cost to the State. He recommended that the extension requested be granted without penalty. The recommendation was approved by the unanimous vote of the Commission."

Kindly pardon us for not advising you of this matter sooner.

Very truly yours,

Secretary.

Dict. by J. McFarland.

ONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

June 9, 1934.

H. B. Glaisyer, Sect'y
State Hwy. Comm
Salem, Oregon.

Dear Sir:

Please advise if you have received request for extension of time on the Rice Hill paving project, contract 1546, Theodore Arenz, contractor.

Mr. Arenz states that the surety company mailed to the State Highway Department the request for extension of time along with consent of surety. We have not received these and suppose that they are in your office. Is so please send us copies and the Division Engineer's recommendation will be sent you.

Very truly yours,

E. A. Collier
Division Engineer

By C D Cannon
C. D. Cannon
Office Engineer

cc. R. H. Baldock
CDC:AWF

FORM 3-A-1 12743 1M 2-34
Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

SR-189 A

June 9, 1934.

In Reply Please
Refer to File No.

H. B. Glaisyer, Sect'y
State Hwy. Comm
Salem, Oregon.

Dear Sir:

Please advise if you have received request for extension of time on the Rice Hill paving project, contract 1548, Theodore Arens, contractor.

Mr. Arens states that the surety company mailed to the State Highway Department the request for extension of time along with consent of surety. We have not received these and suppose that they are in your office. Is so please send us copies and the Division Engineer's recommendation will be sent you.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

NOTED
State Highway Engineer

cc. R. H. Baldock
CDC:AWF

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. USPW NRH 189-A

April 12, 1934

RECEIVED
APR 13 1934
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered ~~Federal-aid~~ project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Noted

Ayp. 14941

Form P. R. 2

State Oregon

U. S. Public Works Project No. NRH 189, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of March, 1934

by and between **the Oregon State Highway Commission**

, constituting

for the purpose hereof, the Highway Department of the State of **Oregon** hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; **particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933:**

Whereas the Highway Department of said State submitted on the **9th** day of **November**, 19**32**, a project statement, which was approved by the Secretary on the **2nd** day of **December**, 19**32**, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section **A** of said project which were recommended for approval by the United States District Engineer on the **27th** day of **October**, 19**33**; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of **forty-four thousand, one hundred fifty-six and 75/100** dollars ($**44,156.75**) as the share of the United States payable under said act on account of Section **A** of said project, which ~~does not exceed the authorized Federal pro rata share of~~ **is** the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of the National Industrial Recovery Act.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1174+80 in the S.E.1/4 of Sec. 28, T. 25 S., R. 5 W., and survey station 1230+75 in the S.E. 1/4 of Sec. 32, T. 25 S., R. 5 W.,

, length 1.059 miles, in Douglas County,
being Section A of Oregon U.S. Public Works project No. NRH 189, consisting of
1.059 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known
~~of a mile in length~~ locally as the Rice Hill section of the Pacific Highway, 8—5518
between official control points Eugene and Dillard.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5618

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of forty-four thousand, one hundred fifty-six and 75/100 dollars ($44,156.75), certified to the Secretary of the Treasury as above mentioned, which ~~not exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~)~~, the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927, and Chap. 248, Laws of 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 4 day of April, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By C. Washburne

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By Wilson

CWK Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Project No. [illegible] 1[illegible]-A, State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 44,156.75 as the total estimated cost of said project, and the sum of $ 44,156.75 as the share of the United States, payable under said acts on account of such project, which d~~oes not exceed the authorized Federal~~ ~~percentage of~~ is said total estimated cost.

Done at the city of Washington, this 4 day of April one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture~~

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4520

FORM S-A-1 11954 1M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

119-a

April 7, 1934

IN REPLY PLEASE REFER TO FILE NO.

E. A. Collier, Division Engineer
Oregon State Highway Commission
Roseburg, Oregon

Attention: C. D. Cannon

Dear Sir:

We have your letter of April 6th concerning car load shipments of gravel moving from Dillard to Rice Hill.

This material is for the Rice Hill paving contract, Theo. Arens, contractor. A special rate has been granted by the Southern Pacific Company, a provision of which is that shipments should be consigned to the State Highway Commission. Freight bills, therefore, are presented to the Highway Commission and payment made by us to the Southern Pacific Company. The exact amount of freight paid is to be deducted from contractor's estimates as the work progresses and cost distribution on the freight bills should be indicated by the use of account number 580.

NOTED
State Highway Engineer

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Traffic Manager

RVH:RMD
cc: ✓R. H. Baldock
H. G. Smith
G. E. Roberts

REFERRED TO
~~Probert~~
State Highway Engineer

~~See me about this~~
~~R.H.B~~

S-A-1 10760 10M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189a

OREGON STATE HIGHWAY COMMISSION
SALEM

April 6, 1934

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
APR 7 1934
OREGON

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: R. W. HOLLENBERG

Dear Sir:

We are in receipt of Southern Pacific freight bills from Resident Engineer Roberts covering eight car loads of gravel shipped by E. R. Rigdon from Dillard to Rice Hill. This we presume for the Rice Hill paving contract.

Have arrangements been made between the Salem office and the contractor providing that the State pay the freight and deduct same from the contractor's estimate? We have not been informed if such is the case.

We will hold the bills in our office until authority for approving the bills is obtained.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D. Cannon
Office Engineer

cc. R.H. Baldock
cc. R.G. Smith
cc. C.I. Roberts
CDC:AHF

NOTED
State Highway Engineer

189-a

March 20, 1934

Soule Steel Company
1241 Linnton Road
Portland, Oregon

Attention: Mr. Soule

Gentlemen:

This is to confirm our oral consent to the substitution of 5/8" round deformed bars for ½" square deformed bars for use as tie bars in the concrete pavement to be constructed on the Rice Hill Section of the Pacific Highway by Contractor Theodore Arena.

This consent is given, of course, with the understanding that the State is to make no payment for the extra weight of steel which this substitution involves. The State's payment to the contractor will be made on the basis of 2.55 pounds per tie bar, the same as would be allowed for ½" square bars.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc Theodore Arens
E. A. Collier
Glen Roberts

RM 2-A-1 .10000 .2M 1-34

COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

149

March 9, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. C. SMITH

Dear Sir:

We are returning herewith, approved by the Division Engineer, in accordance with your request of Feb. 28th, bill of the Southern Pacific Co. for expenses incurred in moving the Western Union poles and relocating the spur track at Rice Hill. This in connection with the Rice Hill grading contract, prefix 10 PA.

Very truly yours,

E. A. Collier
Division Engineer

By CDC
C. D Cannon
Office Engineer

cc. R.H. Baldock
cc. E.E. Umphlette
CDC:AW

FORM 6-A-1 [illegible] AM 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

187-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Mar. 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir: - RICE HILL PAVING -

In response to your letter of Feb. 26th, I think Arens can start paving on the Rice Hill Section this month. I walked over the project Feb. 27th, after quite a hard rain the night before and found the grade firm. The sectionmen have kept it well drained. No serious settlements have occurred.

There is a slide involving several thousand yards which has not come down onto the grade but has dropped a couple of feet and has pushed up the edge of the section but not out to the area to be occupied by pavement. I expect to unload the top of this slide. The contractor has asked for grade hubs and these will be set soon.

The contractor expects to have his gravel plant at Dillard in operation next week and will pave the Rice Hill job before paving any at Winston.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

FORM 8 Ad. 11904 10M 10-33

COMMISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 26, 1934.

IN REPLY PLEASE REFER TO FILE NO.

~~Mr. E. A. Collier,~~
~~Division Engineer,~~
~~Roseburg, Ore.~~

Dear Sir:

Will you please advise when Theo. Arens can start paving on the Rice Hill Section. We are of the opinion that weather conditions are such that the work can be started in the near future. In any event work should be started at the earliest possible moment.

Will you please advise when it would be practical to do so.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

FORM 6 A-1 12850 5M 1-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

RECEIVED
FEB 20 1934
STATE HIGHWAY OREGON
C

IN REPLY PLEASE REFER TO FILE NO.

Feb. 19, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

I am in receipt of a bill from the Southern Pacific for expense incurred moving Western Union poles and relocating a team track at Rice Hill as per agreement #34835 dated April 3, 1933, in the amount of $484.41. We do not have a copy of an agreement by the State and the railroad company concerning the work at Rice Hill. It seems to me however that we are to pay for moving the pole line and team track. Before approving the bill I would like to receive a copy of the agreement or atleast that part thereof relating to the Western Union poles and team track.

I note on the bill that the Western Union have billed us for 7 creosoted yellow pine poles at about 50¢ per lineal foot totaling $110.00 and have credited us under "material salvaged" with 5 poles at about 12¢ a foot, totaling $15.60. It would appear to me that since the Western Union now have much better poles than previously that the State should not be required to pay for the improved quality of the poles.

In order to expedite consideration of this part of the bill I am sending it to you unapproved. The time shown for linemen and section forces is correct.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

189-a

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT

February 10, 1934

Standard Oil Company of California.
P. O. Drawer 950,
Portland, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of February 8th concerning payments to S. H. Newell.

Please be advised that the warrant in amount $2,011.[illegible] covering final payment in connection with Contract No. 1468 - Rice Hill Section will be mailed to Mr. Newell today.

Final payment in connection with Contract No. [illegible] - Fort Klamath-Crooked Creek Section in Klamath County has [illegible] yet been made.

Very truly yours,

Secretary

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
K. W. KENDRICK
DISTRICT SALES MANAGER
A. J. HAUK
ASSISTANT DISTRICT SALES MANAGER

OFFICE
2ND FLOOR LIBERTY BLDG.
MAIN AND GRAPE STS
P. O. BOX A

MEDFORD, ORE.

Portland, Oregon
February 8, 1934

Oregon State Highway Commission
Salem, Oregon

S. H. Newell
Oregon State Highway
Contracts Nos. 1468 and 1441

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

We would appreciate your advising us the date of the last payment made to the [redacted] contractor on these jobs, and the amount paid on each.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
K. W. Kendrick, District Sales Manager
By H J McMahon
District Credit Man

DTW:LP

#1468 - Lyons - Final $2,011.22 - 866 Feb. 10
#1441 - Klamath 10058 $13265.28 Oct 3

NRA MEMBER U.S. WE DO OUR PART

#1468

189-a

January 26, 1934

United States Fidelity & Guaranty Company,
C. O. Price, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1468 for the construction of the Rice Hill Section of the Pacific Highway in Douglas County has been completed by the contractors, S. H. Newell & Company, and that final settlement will be made by the State with said contractors on or after February 5, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $32,028.82 including the final payment. Of this amount $828.75 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

January 24, 1934

E-189-A

Mr. E. A. Collier
Highway Division Engineer
Roseburg, Oregon

Dear Sir:

Attached herewith is a copy of the final estimate for the Rice Hill grading job, Contract No. 1468, which you requested in your letter of January 3rd. There is also returned the "Division Office copy" of the semi-final estimate which was attached to your letter of January 16th. The copy of the typed final is furnished to you in lieu of making the corrections on your copy of the semi-final.

The price agreement for slide removal referred to in your letter of January 3rd was approved for an additional authorization of $3,000 by mistake and has been corrected on our records to $1,100. This makes the total present authorization $37,900. The costkeeping records show a total cost to December 31, 1933 (including final payment) of $43,129.10, or approximately $5,230.00 which should be accounted for by a request for additional expenditure on the items causing the overrun.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by R. Alvick/ER
cc N. G. Smith
Encl.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 3, 1934

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN - 1934

R. H. Baldock
State Highway Engr.
Salem, Oregon

ATTENTION: [illegible]. G. SMITH

RICE HILL GRADING FINAL ESTIMATE

I received back today my copy of the Price Agreement applying to the removal of slide on Newell's job. I note approval of this order constitutes authority to increase total cost of work by not more than $3000. I believe this increase must have been computed by multiplying 13600 yards by 22¢. The yardage in the slide has previously been submitted in the excavation quantities and this Price Agreement is an increase of 8¢ per yard on the slide quantity, which would involve an increase of approximately $11,000 instead of $3000. I have written once before concerning this matter and wish to be sure that the yardage is not paid for under excavation at 14¢ and under slide at 22¢.

I presume the final quantities have been checked and if convenient I would appreciate receiving a copy of the Final Estimate as submitted to the contractor for final acceptance.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

TO Prakent
By state

Please give this
your attention -
$1100 is the figure
9 I had in mind
RHB

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Jan. 16, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: S. H. PROBERT

Dear Sir:

We note that the data pretaining to the final estimate for the Rice Hill grading job, prefix 10 PA has been returned to you by Resident Engineer Umphlette.

We are attaching hereto our copy of the Semi Final Estimate for this job as previously made up and would like to ask that you correct this estimate to agree with the final quantities and payment make to the contractor, Mr. Newell. Please return this to our office after the corrections have been made.

Very truly yours,

E. A. Collier
Division Engineer

By CD Cannon
C. D. Cannon
Office Engineer

CDC:AW

FORM 5 A-4 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

189-02

1546
JAN 27

Jan. 25, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Received "Record of Project Expenditure Authorizations" for the Rice Hill project, contract 1546. No additional anticipated items are shown. There are two such items as shown on my estimate of November 28th, as follows:

Oiled surface on detour at south end - $800.

Asphaltic concrete pavement at north end 840.

As you have suggested in a recent letter it is possible to reduce this last item to perhaps $500. but I believe these two anticipated items should appear on the "Record of Project Expenditure" since they were planned for at the time the job was put on.

Very truly yours,

E. A. Collier
Division Engineer

cc. R. H. Baldock
EAC:AW

Form 333—4M—8-33.

STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending January 13, 1934

Section Rice Hill

Kind of work Grading

Highway Pacific

Section prefix 10 PA F.A.P. E-189-A

Contractor S. H. Newell & Co.

Contract number 1486

Date of contract March 15, 1933

Date of completion August 15, 1933

Date work started April 12, 1933

Estimated date of completion ...., 193..

Amount of contract $30,250.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $35,745.06

Per cent of contract completed, based on total contract price 100%

Engineering costs to date, $3044.86, 8.5%

Date project was completed October 30, 1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

One man worked in office four days and one man two days on final estimate showing division between extra slide material and regular excavation.

RECEIVED
JAN 15 1934

E. E. [illegible]
Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.5	1200 ft.			
Miles partially completed					
Miles completed	1.5	1200 ft.			
Total estimated quantities	124,00 c.y.				
Estimated quantities moved or placed to date	123,500 c.y.				
Average daily quantities	none				
Average daily quantities necessary to complete project on time	completed				
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 8 A-1 1-1934 10M 33

COMMISSIONERS

LESLIE M. SCOTT, AIRMAN, PORTLAND
CARL G. WASHBU NE, EUGENE
E. B. ALDRICH, P OLETON

H. B. GLAISYE SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Jan. 18, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

RICE HILL STATE FORCE WORK

Your letter of Jan. 11th, received. We have 1¼" rock on hand from the non skid contract and could lay an O-11 with it. The O-11 laid at Comstock a year ago and the one laid at Rice Hill this year both required an excessive amount of patching. I thought the use of a B-1 with double seal and 10% increase in asphalt content would make a better surface for Pacific Highway traffic and reduce maintenance. A good part of the cost of constructing such a short section is moving and this would be the same whether we lay an O-11 or B-1. If it appears best to write this as an O-11 that will be satisfactory but I would like to use about the amount of rock required for a B-1 and to increase the asphalt content. This section is on level grade.

With regard to the 120 tons of asphaltic concrete at the north end of the project I would recommend the placing of approximately this amount for the reason that the end of the contract is at station 1170 and the grade has been widened to that point and it is a little better on these Federal projects to cover the job to the station specified if possible. We can construct a connection with probably 40 tons tapering from 20 feet down to 16 feet and with a grade which will give a smooth riding connection. This is cheaper than to construct concrete pavement the additional distance to take out the last 2 or 3 inches in difference between grade.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:A

NOTED

#1468

189-a

January 12, 1934

Standard Oil Company of California,
P. O. Drawer 960,
Portland, Oregon.

Gentlemen:

In response to your inquiry of recent date we wish to advise that the S. H. Newell & Company contract No. 1468 - Rice Hill Section of the Pacific Highway in Douglas County, was completed October 30, 1933. This contract was accepted on December 28, 1933.

Final payment has not yet been made on the above contract.

Very truly yours,

Secretary.

Dict. by J. McFarland.

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
K. W. KENDRICK
DISTRICT SALES MANAGER
A. J. HAUK
ASSISTANT DISTRICT SALES MANAGER

OFFICE
2ND FLOOR LIBERTY BLDG.
MAIN AND GRAPE STS
P. O. BOX A

MEDFORD, ORE.

Portland, Oregon
December 28, 1933

S. H. Newell & Company
Oregon State Highway Contract 1468

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS, DELAYS AND OTHER CAUSES UNAVOIDABLE OR BEYOND OUR CONTROL. PRICES OFFERED SUBJECT TO CHANGE WITHOUT NOTICE.

Will you please inform us the acceptance date of the above contract, and whether or not the contractors have received their final estimate.

Yours very truly
STANDARD OIL COMPANY OF CALIFORNIA
K. W. Kendrick, District Sales Manager
By H J McMahon
District Credit Man

DTW:LP

RECEIVED
DEC 30 1933
OREGON
STATE HIGHWAY COMMISSION

NRA
MEMBER
WE DO OUR PART

FORM S-A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

157-a

OREGON STATE HIGHWAY COMMISSION
SALEM

January 11, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to the order for State Force Work on the Rice Hill Paving job, wish to inquire the reason for .1200 mile B-1 Specification. It is customary under similar conditions to use an O-11, but I presume that you have 1½" rock instead of 1¼" on hand. Will you kindly advise whether or not this was the reason for the B-1.

The 120 tons of asphaltic concrete pavement on the north end of the project was eliminated from the contrast because we did not think it advisable to widen the old pavement as much as you had shown on your plan. If it felt that all that was necessary was to make a temporary connection of some 20 or 30 tons to smooth out the joint, and not do any widening to the old pavement with bituminous material at this time, as it is thought another project would be coming along presently. This arrangement has been used under similar circumstances and believe it would be adequate here.

Yours very truly,

HGS/H

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
R.H. Baldock

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

FORM S-A-1 11934 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

189-a

Jan. 10, 1934.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find two orders for State Force Work on Rice Hill paving project. One is for oiling the temporary connection from the south end of the new concrete to the present highway. The other is for asphaltic concrete to be placed by the State Paving Plant at the north end of the concrete to provide connection between the present 16 foot asphaltic concrete pavement and our new 20 foot Portland Cement Concrete Pavement. These items are not included in the contract bid items but are included in "anticipated costs" in the Engineer's Estimate.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H.Baldock
EAC:AW

RECEIVED
JAN 11 1934
OFFICE OF
MAINT

January 4, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Rice Hill Section, Project No. NRH 109-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-139-A

RICE HILL SECTION OF THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, January 2, 1934

Portland Cement Concrete Pavement (Sta. 1174+80 to 1230+75)

6,000	cu. yds.	Excavation, Single Classification	$ 0.40	$ 2,400.00
10,000	yd. sta.	Overhaul	0.02	200.00
1,000	yd. mi.	Truck Haul	0.20	200.00
300	sq. yds.	Removal of Old Pavement	0.30	90.00
300	lin. ft.	6" Porous Drain Tile	0.40	120.00
12,500	sq. yds.	Portland Cement Concrete Pavement	2.12	26,500.00
1,000	lin. ft.	Expansion Joints	0.25	250.00
7,000	" "	Contraction Joints	0.04	280.00
700	only	Dowels	0.25	175.00
5,000	lbs.	Tie Bars and Reinforcement	0.06	300.00
800	cu. yds.	Lower Course Cushion	2.35	1,880.00
400	" "	Top " "	2.50	1,000.00
1,900	" "	Base Course Shoulders	2.40	4,560.00
800	" "	Top " "	2.50	2,000.00
250	" "	Filler	0.50	125.00
250	yd. mi.	Hauling Filler	0.25	62.50
			Sub-total	$ 40,142.50
			10% Engr. & Cont.	4,014.25
			Total	$ 44,156.75

Length of Roadwork 1.059 miles
Cost per mile $ 41,696.64

National Recovery Highway Funds Requested..........................$ 44,156.75

NON-PARTICIPATING WORK

Surfacing Temporary Road (Sta. 1230+75)

300	cu. yds.	Base Course Surfacing	$ 2.40	$ 720.00
200	" "	Top " "	2.50	500.00
50	" "	Filler	0.50	25.00
50	yd. mi.	Hauling Filler	0.25	12.50
				$ 1,257.50

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

November 20, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Rice Hill Section, Project No. NRH-189-A, to replace those which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-[illegible]-A

RICE HILL SECTION OF THE
PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany paving specifications. Not as basis for project agreement.)

Salem, Oregon, ~~October~~ ~~[illegible]~~, 1933
Nov

Portland Cement Concrete Pavement (Sta. 1174 ≠ 80 to Sta. 1230 ≠ 75)

6,000	cu. yds.	Excavation, Single Classif.	$ 0.30	$ 1,800.00
10,000	yd. sta.	Overhaul	0.02	200.00
1,000	yd. mi.	Truck Haul	0.15	150.00
300	sq. yds.	Removal of Old Pavement	0.40	120.00
300	lin. ft.	8" Porous Drain Tile	0.50	150.00
12,500	sq. yds.	Portland Cement Concrete Pavement	~~2.00~~ 2.25	~~25,000.00~~ 28,125.00
1,000	lin. ft.	Expansion Joints	0.20	200.00
7,000	lin. ft.	Contraction Joints	0.05	350.00
700	only	Dowels	0.25	175.00
5,000	lbs.	Tie Bars and Reinforcement	0.05	250.00
800	cu. yds.	Lower Course, Cushion	~~1.50~~ 2.60	~~1,200.00~~ 2,080.00
400	cu. yds.	Top Course, Cushion	~~1.50~~ 2.60	~~600.00~~ 1,040.00
1,900	cu. yds.	Base Course, Shoulders	~~1.50~~ 2.60	~~2,850.00~~ 4,940.00
800	cu. yds.	Top Course, Shoulders	~~1.50~~ 2.60	~~1,200.00~~ 2,080.00
250	cu. yds.	Filler	0.40	100.00
250	yd. mi.	Hauling Filler	0.20	50.00
		Sub-total		~~$ 34,395.00~~ 41,810.00
		10% Engr. & Cont.		~~3,439.50~~ 4,181.00
		Total		~~$ 37,834.50~~ 45,991.00

Length of Roadwork 1.059 miles
Cost per mile ~~$ 35,726.63~~ 43,428.70

National Recovery Highway Funds Requested........................... ~~$ 37,834.50~~ 45,991.00

NON-PARTICIPATING WORK

(Surfacing Temporary Road, Sta. 1230 ≠ 75)

300	cu. yds.	Base Course Surfacing	$ ~~1.50~~ 2.60	$ ~~450.00~~ 780.00
200	cu. yds.	Top Course Surfacing	~~1.50~~ 2.60	~~300.00~~ 520.00
50	cu. yds.	Filler	0.40	20.00
50	yd. mi.	Hauling Filler	0.20	10.00
				$ ~~780.00~~ 1,330.00

October 23, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany paving specifications for the Rice Hill Section, Project No. NRM-189-A. [illegible]

Five bid proposals and five blueprint copies each, of the summary sheet and paving detail sheet, are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

1895a

OREGON STATE HIGHWAY COMMISSION

January 2, 1934

Mr. Theodore Arans
516 Guaranty Building
Portland, Oregon

Dear Sir:

We are today forwarding by express an executed copy of Contract No. 1546 awarded to you by the State Highway Commission for the Portland cement concrete pavement construction on the Rice Hill Section of the Pacific Highway in Douglas County. This is for your records and files.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

JM
jn

FORM 9-A-1 11684 10M 10-28

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1[illegible]7-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Dec. 26, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

"RICE HILL FINAL ESTIMATE"

Attached hereto you will find Price Agreement covering extra slide excavation on the Rice Hill grading signed by S. H. Newell and recommended for approval by myself. This Price Agreement covers the adjustment reached at a conference between Mr. Baldock and Mr. Newell on December 15th.

The actual yardage determined by final check by McAllister should be deducted from the excavation at 14¢ and added under Price Agreement for extra slide excavation at 22¢. Am also inclosing copy of the letter from Mr. Newell.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

FORM 5-A-1 11934 10M 10-38

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1897a

Dec. 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

RICE RICE GRADING CONTRACT

Dear Sir:

At our conference in Salem on Dec. 15th, it was agreed between Mr. S. H. Newell and Mr. Baldock that an adjustment would be recommended in favor of Mr. Newell to cover the extra slide excavation at a price of 22¢ per cubic yard instead of the contract price of 14¢. Mr. Newell was asked to write a letter to me setting forth his claim and agreeing to accept 22¢ for the slide, which adjustment of 08¢ per yard, when added to the Final Estimate now being prepared, will constitute full payment to the contractor and will be accepted by him. A copy of Mr. Newell's letter is attached hereto. You will also find attached hereto a Price Agreement, which if approved as to form by yourself and Mr. Probert, should be sent to Mr. Newell for his execution. I will thereupon recommend the Price Agreement for approval.

In preparing the Final Estimate, which is now being check by Mr. McAllister, it should be noted that the 13638.8 cubic yards of extra slide excavation were included in excavation at 14¢/ This quantity should not be deducted from excavation and put in a separate column called "Extra Slide Excavation".

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

NOTED

189-a

December 8, 1933

Mr. Theo. Arens
Guaranty Building
Portland, Oregon

Dear Sir:

This is to notify you that the State Highway Commission has awarded to you the contract for the construction of the Rice Hill Section of the Pacific Highway in Douglas County at your bid price of $41,400.00 submitted on December 7.

Contract forms will be sent you shortly for your execution; in the meantime you may consider this letter your authority to proceed at once with your construction operations.

Very truly yours

Secretary

AJ

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. _______

POST OFFICE BUILDING
PORTLAND, OREG.

December 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in the award of contract, as of this date, for Oregon USPW project NRH 189-A, the Rice Hill section of the Pacific Highway, to Theo. Arenz, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
No. 8
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

December 2, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon E-189-A Rice Hill Section of Pacific Highway ______, was made by a representative of this office on November 7, 1933. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Highway Engineer

FORM 0-A-1 10149 15M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169-a

OREGON STATE HIGHWAY COMMISSION

SALEM

December 1, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Umphlette,
Resident Engineer,
Eugene, Ore.

Dear Sir:

According to our records the Rice Hill grading project was completed on October 30th. We are very anxious to have this final and would appreciate it if you would complete this final and send it in. It appears to us that you have had sufficient time to work this up.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low.
H.

CC to
R. H. Baldock

E. A. Collier

FORM 8-A-1 8701 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

Dec. 1, 1933

IN REPLY PLEASE REFER TO FILE NO.

[illegible] 2 - 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: N. M. FINKBINER

Dear Sir:

Received Laboratory Reports numbers 54683 to 54687 showing moisture content and compaction percentage on the Rice Hill Section fills. Please advise to what depths the test was made. In your opinion will this materially ultimately reach 100% compaction? Please explain to me the test you make for compaction.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

November 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed three copies of an easement granted by the Southern Pacific Company for the portion of their right-of-way where an encroachment by the highway occurs. These papers are in connection with the Rice Hill Section, Project No. E-109-A.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREG.

November 24, 1933

RECEIVED
NOV 25 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

In regard to rights of way on those portions of Oregon E-189-A which encroach upon the right of way of the Southern Pacific Railway, we understand that satisfactory agreements have been made between the State and the railroad company.

However, we have not received copies of the easement which it will be necessary for us to have before passing the final voucher. Will you please forward us three copies of this easement at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 8-A-1 8761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

169-a

Nov. 28, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

RICE HILL PAVING

Herewith revised Estimate for the Rice Hill Paving. You will note that I have used the revised unit costs which I sent you in my letter of Nov. 16th, for pavement and for crushed rock or gravel.

I walked over the Rice Hill job Saturday afternoon after we had had a week without rain and at that time the grade was too soft to roll with a power roller and I think it is extremely doubtful whether it will be possible to roll the sub-grade or haul material over it after 3 inches of rock is placed on it until we have dry weather late in the Spring. I understand the necessity for getting work started on these projects but since it is possible to have as late a completion date as next Fall as in the case of the Winston bridge it seems to me we should have allowed contractors at least two months more to complete the Rice Hill job. Taking our experience last Spring in Jackson and Josephine counties where the climate is much dryer than at Rice Hill and where we had no 6% grade we found it very difficult to complete concrete paving by the first of June.

Cliff Dunn told me his paving job at Green Creek cost several thousand dollars more on account of being done during the late Fall and Spring. That the job will cost more during the Winter is not a controlling arguement against doing it but unless it is physically possible to do the work by May 1st, we will gain nothing by specifying that completion date and will have to pay more than had a later one been specified.

Did the Bureau require this completion date.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

RECEIVED
DEC 8 - 1933

#1468

139-a

November 24, 1922

Shell Oil Company,
1219 Westlake Ave. North,
Seattle, Washington.

Attention: A. C. Gunke.

Gentlemen:

Reference is made to your letter of November 22nd concerning the S. H. Newell & Company Contract No. 1468 for the construction of the Rice Hill Section of the Pacific Highway in Douglas County.

Please be advised that the above contract was completed on October 30, 1922, and has not been accepted by the Highway Commission. No claims have been filed against the contract to date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1468

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH

SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Nov. 23, 1933.

RECEIVED
NOV 24 1933
OREGON
STATE HIGHWAY COMMISSION

Engineer,
State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: CONTRACT #1468 - Rice Hill
Section of the Pacific Highway
S. H. NEWELL & CO., Contractors

Will you please advise us what progress has been made on the above contract, giving the percentage of work completed, the expected date of completion, and total amount of liens, if any, already filed?

Will you please advise us immediately of the date of acceptance by your department?

FJH:AH

Yours very truly,

SHELL OIL COMPANY

A. C. GURKE
Division Credit Manager

FORM 5-A-4 10135 15M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1 7-a

November 20, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Umphlette,
Resident Engineer,
Eugene, Ore.

Dear Sir:

I find that the yardage on the north end of the Rice Hill-Oakland Section can be adjusted close enough for our present purpose in the office here, so you will not be called upon to work this over until further notice.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby
H.

CC to
R.H. Baldock ✓
E. A. Collier

FORM 5-A-1 10108 10M 7-36
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

7-a

November 20, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Umphlette,
Resident Engineer,
Eugene, Ore.

Dear Sir:

I find that the yardage on the north end of the Rice Hill-Oakland Section can be adjusted close enough for our present purpose in the office here, so you will not be called upon to work this over until further notice.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H. W. Libby
H.

CC to
R.H. Baldock ✓
E. A. Collier

FORM 2-A-1 5791 7500 6-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

119a

Nov. 18, 1933

IN REPLY PLEASE
REFER TO FILE NO.

NOV 20 1933
OREGON
STATE HIGHWAY COMMISSION

S. H. Newell
Board of Trade Bldg.
Portland, Oregon.

- RICE HILL GRADING CONTRACT-

Your letter of Nov. 15th, received in which you stated that you had talked with Mr. Baldock about a special price for rock at Rice Hill and found him sympathetic but unable to modify the contract, which calls for single classification. You also taked price agreement to cover the slide. The removal of slide was covered in your letter of September 2nd, to Mr. Baldock in which you stated "We also are willing to remove the slide at station 122E at our contract price for excavation, all overhaul to be paid for on the basis of 01¢ per station yard".

I have not heard from Mr. Baldock as yet on the subject. I note that you expect to come down and talk the matter over but will be unable to get here before sometime next week. I hope by that time that the final quantities will be computed and I will be glad to see you and talk this matter over.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

A-1 9901 7500 6-33
COMMISSIONERS
ESLIE M. SCOTT, CHAIRMAN, PORTLAND
ARL G. WASHBURNE, EUGENE
. B. ALDRICH, PENDLETON

. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

Roseburg, Ore.
Nov. 16, 1933

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: N. G. SMITH

RICE HILL PAVING-

In compliance with your request this morning I am submitting herewith unit costs for crushed rock or crushed gravel shoulders and sub-base and for concrete pavement on the Rice Hill contract. You will note that I have revised my estimate for crushed rock from $1.50 per cubic yard to $2.60 per cubic yard for the reason that Douglas County now asks $200 per cubic yard at the bunkers instead of $1.00 for which they furnished material to the Rice Hill contractor this summer. At the $1.00 price they paid themselves rental on their crusher and had a small profit to the County, but they paid their men only $1.50 a day and the output was less than 40 cubic yards a day and the screening equipment is inadequate. I think Commissioner Nibhols, after seeing the bid price, raised his sights to make some money on the job. At the price of $2.00 at the bunkers, the contractor can almost afford to ship in gravel from Eugene or Roseburg. You will note that I have also raised my estimate on concrete pavement from $2.00 to $2.25 per square yard. I believe I failed to make sufficient allowance in the unit cost for shipping gravel in from Eugene, Springfield, or Roseburg, which are the nearest sure sources of supply. The date of completion has been advanced since I made my estimate from July 31st, to May 31st, and doing the work earlier in the Spring will cost the contractor some more money.

Under these circumstances I wish to recommend award of this contract to the low bidder. Jacobson-Jensen did a good job for us at Medford last Spring, are familiar with delayed finish and weighing of aggregates and their bid prices are reasonable in my judgment,at this time.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

RICE HILL CONTRACT

UNIT COST FOR CRUSHED ROCK OR CRUSHED GRAVEL SHOULDERS

This Summer Douglas County furnished 1½" minus crushed rock to Contractor Newell for $1.00 per cubic yard at Long Quarry 1 mile north of the north end of Rice Hill job. However I talked to Commissioner Nichols today and he wanted to raise cost to $2.00 at bunkers because they would have to set in another crusher to make rock fast enough and fine enough and would have to pay more than the $1.50 per 8 hour day they paid last summer.

Gravel from Springfield, Eugene or Roseburg can be placed in trucks on job for $2.20.

	Estimate of October 13th.	Revised Nov. 16.
Cost of Rock at Bunkers	$1.00	$2.00
Haul two miles at 10¢	.20	.20
Street work @ 10¢ yd.	.10	.10
Profit @ 15%	.20	.30
	$ 1.50	$ 2.60

RICE HILL CONTRACT

UNIT COST FOR CONCRETE PAVEMENT

F.O.B. cars Eugene or Springfield	$ .80
Freight @ 4½¢	1.21
Unload @ .20	.20
Gravel in batcher on job	$ 2.21
Add for sand	.40
Sand in batcher on job	$ 2.61

Concrete per cu. yd.

Gravel .8 cubic yard @ $2.21	-	$1.77
Sand .45 cubic yard @ 2.61	-	1.17
Cement 1.54 Bbl. @ $3.00 net		4.62
Set up batcher, rental & labor batching		.25
Haul to Street ½ mile haul		.10
Mixing, placing & finishing		1.50
Forms and curing		.20
		$ 9.61 per cu. yd.
Concrete 9.61 ÷ 4.93 sq. yds. - - - -		1.95 per sq. yd.
Profit @ 15%		.30
	Bid	$ 2.25 per sq. yd.

Beaver Portland Cement Company quote prices for cement as follows:

F.O.B. cars at nearest Railroad delivery point for Rice Hill and Winchester jobs:

$3.27 per bbl. gross F.O.B. siding.

less .40¢ sack return

less 2% cash discount.

To this must be added cost of handling, returning sacks, etc for net cost on job.

[illegible] and the job was completed October 30th. The contractor during most of this period beyond the time limit expiration was occupied in removing a large slide. Pacific Highway traffic was not inconvenienced by reason of the delay in completion since traffic used the present paved Pacific Highway. The increase in engineering expense was nominal because the engineering party was handling other work in connection with this project.

I recommend the extension be granted without penalty.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1-9-20

Roseburg, Ore.
Nov. 16, 1933

RECEIVED
NOV 17 1933
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

Time Extension for Rice Hill

The extended time limit on the S. H. Newell & Co's. contract #1468, for grading the Rice Hill Section of the Pacific Highway, expired on October 15th, 1933, and the job was completed October 30th. The contractor during most of this period beyond the time limit expiration was occupied in removing a large slide. Pacific Highway traffic was not inconvenienced by reason of the delay in completion since traffic used the present paved Pacific Highway. The increase in engineering expense was nominal because the engineering party was handling other work in connection with this project.

I recommend the extension be granted without penalty.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ______

POST OFFICE BUILDING
PORTLAND, OREG.

October 27, 1933

RECEIVED
OCT 28 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The plans, specifications and estimate for Oregon NRH 189-A, the Rice Hill section of the Pacific Highway in Douglas County, have today been recommended for approval. This is your authority for advertising.

Prompt submission of the agreement estimate and the bid tabulation will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

cc. R.H. Baldock

R. A. Collier
[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
Oct. 17, 1933

IN REPLY PLEASE
REFER TO FILE NO
OCT 1[illegible] 1933

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. N. BISHOP

Dear Sir:

Received your letter of October 14th, with Mrs. Mary N. Strong's letter of October 10th, in regard to slides on the Rice Hill grading contract.

Several slides have developed on the Strong pooperty and one of them has broke back of the fence a few feet in pasture land. The slopes designed and constructed are one to one. The material encountered at the location where the slide has broke back of the fence is a mixture of earth, clay, shale and soapstone. These materials have been mixed by previous sliding action. I do not expect much more slide at the place Mrs. Strong mentiones but there may be other slides develop this Winter. This section has a bad record on both highway and railroad construction. I do not know any way to build these slopes at any reasonable cost so that no slides will occur. We laid off our right of way to inclose a minimum of ten feet of at least ten feet beyond our slope stakes. It is probable that we should have acquired a considerable wider width.

We have had numerous slides on all of our highways over the State and in this division it has been my practice, when the owners complain, to purchase from them the additional right of way to cover slides. This purchase is best made after a few years so that the extent of the slide can be determined.

The County and State have paid the Strongs plenty for this right of way so that I suggest you write to Mrs. Strong telling her that some slides are unavoidable and that the State will pay her the value of the land for a deed covering the slide areas which may develop during the next two or three years and that in the meantime if she requests it, the State will maintain fences around these slide areas so that stock can not get out into the road. The right of way has been fenced by Mr. Strong so that I think it is just that we should either move this fence back or construct temporary fences around the slide.

On your next trip down I can show you this location.

Very truly yours,

cc. R.H. Baldock

E. A. Collier

Division Engineer

FORM D A-1 6781 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

Roseburg, Ore.
Oct. 14, 1933

IN REPLY PLEASE REFER TO FILE NO

NOTED
State Highway Engineer

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. N. BISHOP

Dear Sir:

Attached hereto you will find an itemized statement of charges to be transferred from 10 MR-14 to 10 PA-679. These cover costs for traffic control at the slide on the Rice Hill Section, Pacific Highway, which costs were originally charged to patrol maintenance. Recently a State Force Order was approved to cover the traffic control; hence the necessity of making the transfer of charges. We have advised Resident Engineer Walsh to make the transfer on his accounts and in accordance with the above.

cc. R.H. Baldock ✓
cc. E.G. Smith
cc. C.F. Smith

RAC:AW

Very truly yours,

R. A. Collier
Division Engineer

By
C. R. [illegible]
Office Engineer

FORM S-A-1 8761 7500 8-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1 1-2

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
Sept. 22, 1933

IN REPLY PLEASE REFER TO FILE NO

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find Record of Extra Work Bill and payroll of S. H. Newell & Co. for furnishing complete a 75 H.P. Cat and bulldozer under Extra Work Order No. 1 for the Rice Hill Section. It was agreed by Newell that this equipment would be furnished complete for $5.00 per hour net, so that percentage need not be added to this bill.

This bill was slow in reaching the office and the estimate was sent to Salem last week. If this Extra Work bill can be added to the estimate without delaying its progress, please do so, otherwise, hold this Extra Work Order Bill until the next estimate.

Please advise which plan will be followed.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AW

NOTED
State Highway Engineer

RECEIVED
SEP 23 1933
OREGON
STATE HIGHWAY COMMISSION

FORM 5-A-1 0761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
Sept. 15, 1933

IN REPLY PLEASE
REFER TO FILE NO

RECEIVED
SEP 16 1933
OREGON

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

Attached hereto you will find Order for State Force Work on the Rice Hill grading contract. When the slide first started, we put on a watchman or laborer to be on duty twenty-four hours a day in order that should any major movement occur, traffic could be stopped and detour signs be put up. These men also made approach fills as the slide settled, scattered rock on whenever the steep grade became slippery, cleared the oak brush, dug some test pit holes and flagged traffic when necessary.

The time of these men were charged to the section maintenance. This work has run to a considerable sum so that it should not be covered by section maintenance charges. The slide has moved in previous years but its present movement was no doubt started by the contractor's grading operations near the turntable; however it seems to me the contractor should not be required to bear any part of the cost of this work maintaining the present pavement. The Bridge Department has two shifts building the bridge and I hope they will finish next week.

Very truly yours,

cc. R.H. Baldock
EAC:AW

E. A. Collier
Division Engineer

NOTED
[illegible] Highway Engineer

FORM S-A-1, 9761 7500 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Oregon
September 9, 1933

IN REPLY PLEASE REFER TO FILE NO

187-A

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Attached hereto you will find Extra Work Order for furnishing the cat and bull-dozer to excavate a detour road around the slide at Rice Hill. Contractor S. H. Newell and Company.

The plan for the Rice Hill slide is to excavate as much of a one way road around the slide as is economical and to bridge the remainder, probably eighty feet. The grade of this one way detour road is parallel with the present pavement and situated just back of the slide plane. One way traffic will be handled over this detour by flagmen on twenty-four hour duty. During the construction of this detour road traffic will be using the present road. As soon as the one way detour is completed the contracter will excavate the slide down to the slip plane and the bridge department under a State Force Order previously approved will then construct a timber bridge twenty-four feet wide & 200 ft. long across the slide.

The contractor started excavating the one way detour road on Thursday, September 7th, and has this part of the work practically completed. It is hoped that the one way detour road can be finished by Sunday night or sometime Monday so that removal of the main slide can be started early next week. Traffic will use the one way detour for a period of approximately ten days. The new grade on which it was planned to handle traffic is quite soft in spots after this rain. Soft material was also encountered in the bottom of one of the cuts.

The contractor could not be expected to excavate this detour road and to move a part of the slide material a short distance with his bull-dozer at his fourteen cent excavation price, and I think it fair to pay him on a rental basis as his bull-dozer was more effective Thursday than hand labor and much faster.

Very truly yours,

E. A. Collier
Division Engineer

P 11 1933

EAC-FC
Incl.
CC to R. H. Baldock

FORM 8-A-1 9751 7200 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 7, 1933.

IN REPLY PLEASE
REFER TO FILE NO

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

Reference is made to your letter relative to the oiling of the detour on the Rice Hill Section of the Pacific Highway.

It may be possible to secure Federal Aid for the oiling of this detour. The Bureau will cooperate in the construction, and / or maintenance, of detours where they are necessary and so provided for in the Federal Aid Plans and Specifications, but they object to cooperation where they are not specifically specified.

This work should remain charged against the m inor betterment order us this would not prevent obtaining Federal Aid. Then in case Federal Aid is obtained the amount could be credited to the minor betterment order.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

H.

CC to R.H. Baldock ✓

FORM 8-A-1 6080 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189-a

OREGON STATE HIGHWAY COMMISSION

SALEM

1933

IN REPLY PLEASE REFER TO FILE NO.
STATE HIGHWAY COM

Roseburg, Oregon
September 6, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In preparing our budget last fall we included an item for the oiling of the detour on the Rice Hill Section Pacific Highway. A Betterment Order was later submitted. A short time ago we submitted an order for State force work on contract projects in the amount of $900.00 for this same work. Both of these orders have been approved. The work has been done and the charges so far have been made against the Minor Betterment Order only. Unless it is possible to secure Federal aid for this oiling we would prefer to have the charges remain against the Betterment Order to avoid transfer of funds and to avoid overrun on the authorized amount of the contract. Please advise regarding Federal cooperation on this oiling. If funds can be secured from the government we will make up transfer of charges.

Very truly yours,

E. A. Collier
Division Engineer

By
C. D. Cannon
Office Engineer

CDC-FC

Mr. Baldock

FORM S-A-1 3030 5M 5-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

Roseburg, Ore.
August 31, 1933

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

We received today our approved copy of Order For State Force Work on Contract Projects covering the construction of 200 feet of bridge on the Rice Hill Section, Pacific Highway, contract No. 1468. A $2000. increase in authorization is requested. A notation to the effect that the increase was granted is lacking on our copy of the order. Is the $2000.00 increase approved?

Very truly yours,

M. A. Collier
Division Engineer

By Cdc
C. D. Cannon
Office Engineer

cc. R.H. Baldock
CDC:AW

FORM 5-A-1 8791 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

17-a

September 5, 1935

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
Roseburg, Ore.

Dear Sir:

With reference to the order for State Force work on Contract #1468, wish to advise that authorization for the increase of $2,000.00 has been approved.

The reason that this notation was not placed on your copy was that the order went direct from Mr. Baldock's office to the Bridge Department rather than through Mr. Probert's office.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low

CC to
R. H. Baldock ✓

FORM 5-A-4 5030 5M 9-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

#1468

189-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
August 28, 19 3

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. B. GLAISYER

Dear Sir:

Attached hereto you will find application of S. H. Newell & Company for an extension of time from August 15th, to October 1st, for completion of the Rice Hill Section, contract 1468 on the Pacific Highway in Douglas County.

The contractor has been delayed by wet weather in the late Spring which stopped his tractor operations. He has also had rather more than the usual amount of repairs to his equipment. A large slide has developed which will require some additional time.

Highway traffic has not been seriously inconvenienced by the contractor's delay in finishing this job since we plan to use the old highway until next year. Engineering expense has not been materially increased for the reason that engineer, Umphlette has been quite busy on other projects such as location at Reedsport and two other contracts.

I recommend the extension be granted without penalty.

cc. R.H. Baldock ✓
EAC:AW

Very truly yours,

E. A. Collier
Division Engineer

FORM S-A-1 5700 7500 6-29

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189-a

OREGON STATE HIGHWAY COMMISSION
SALEM

August 26, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

E. A. Collier,
Division Engineer,
Roseburg, Oregon.

Dear Sir:

Before making any changes on the grading at Rice Hill which will reduse the yardage, please secure written consent from the contractor that he will consent to the elemination of this yardage and permit the substitution of that material taken from the slide, to be used in place of the roadbed excavation.

I believe it will be no objection from the Southern Pacific to changing the grading of the road, as we have never had any discussion concerning the height of our roadbed with relation to the tracks, so that if this is satisfactory to the grading contractor, you may make such changes as necessary.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

HGS:b

FORM [illegible] 5-33
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

Roseburg, Ore.
August 24, 1933

RECEIVED
AUG 25 1933
OFFICE
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

On the Rice Hill job it is apparent that due to the slide we will have an excess of material. The contractor is not down to grade yet in the long cut at the summit. I have therefore planned to raise slightly the grade through this cut using a 5.9 grade instead of 5.8 grade on the north approach and an 1800 foot vertical curve. This will raise the grade through the railroad cut about two feet. It will reduce excavation quantities four or five thousand yards and let the contractor out of some hard digging in shale and will not injure our line.

Do you think there would be any objection from the railroad company to this slight change in grade? In order not to encroach on the railroad right of way we will shift our center line away from the railroad about two feet when we get ready to pave. The center line will not be shifted during the grading job.

Very truly yours,

E. A. Collier
Division Engineer

cc. R.H. Baldock
EAC:AN

FORM 5-A-1 3000 5M 5-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

179-a

Roseburg, Ore.
August 15, 1933

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. M. DEVERS

Dear Sir:

On the north end of the Rice Hill grading project the profile provided for hauling material across the Pacific Highway to make the detour. The contractor wished to avoid hauling across the highway until the detour was completed and since this would be a material advantage to the traffic, I was glad to aid in this by arranging for some additional right of way from which borrow could be made. Mr. Newell offered to pay $40.00 towards this right of way and I am attaching hereto his check in favor of Oregon State Highway Commission for that amount.

This is the right of way concerning which I called Mr. Baldock and received his approval of the purchase. The tract of land which was purchased from Mary and Earl Strong for $125.00 included some extra width which was necessary to make the fill for the detour. About a third of the property was necessary for borrow.

cc. R.H. Baldock
EAC:AW

Very truly yours,

E A Collier

E. A. Collier
Division Engineer

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

1892-a

OREGON STATE HIGHWAY COMMISSION
SALEM

Roseburg, Ore.
August 12, 1935

IN REPLY PLEASE REFER TO FILE NO.

S. H. Newell
1022 Board of Trade Bldg.
Portland, Oregon.

Dear Sir:

The date of completion specified for the Rice Hill contract is August 15th. It willnust be possible for you to complete the work at that time so I would like to suggest that you ask the Highway Commission for an extension of time and this petition should be accompanied by the consent of your surety to the extension. In my opinion it would be well to apply for plenty of time to complete the job in good shape so as to avoid any possibility of having to make a second request.

cc. H. B. Glaisyer
EAC:AN

Very truly yours,
E. A. Collier
Division Engineer

Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

189-a

June 27 1933

In Reply Please
Refer to File No.

Mr. H. G. Smith,
Construction Engineer,
Salem, Ore.

NOTED
State Highway Engineer

Dear Sir:

Herewith find estimate of construction of Rice Hill - Turkey Hill Section of Pacific Highway as requested by Mr. Collier, copy of which estimate is also being given Mr. W. S. Harding of Roseburg Chamber of Commerce.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

H. W. Libby

CC to
R.H. Baldock ✓

PACIFIC HIGHWAY

RICE HILL - TURKEY HILL

3.6 Miles

ITEM	Quantity			Unit Price	Total
Clearing & Grubbing	20	Acres	At	$200.00	$ 4,000.00
Common Excavation	150,000	Cu. Yds.	"	0.25	37,500.00
Solid Rock Excavation	29,000	" "	"	0.80	23,200.00
Overhaul	340,000	Sta. Yds.	"	0.02	6,800.00
Truck Haul	30,000	Yd. Miles	"	0.15	4,500.00
6" Drain Tile	500	Lin. Ft.	"	0.40	200.00
12" Culvert Pipe	200	" "	"	1.25	250.00
18" " "	750	" "	"	2.25	1,687.50
36" " "	100	" "	"	6.50	650.00
Rock Back Fill	600	Cu. Yds.	"	2.50	1,500.00
Class "A" Concrete	410	" "	"	25.00	10,250.00
Reinforcing Steel	61,200	Lbs.	"	0.06	3,672.00
					$ 94,209.50
Plus 10% Engineering & Contingencies					9,420.50
					$ 103,630.00
Paving 3.6 Miles at $25,000					90,000.00
				TOTAL	$ 193,630.00

HWL/H

6/27/33

#1468

189-a

June 17, 1933

Tiffany Grease Works
200 North Trinity Avenue
Fort Worth, Texas

Gentlemen:

We have your letter of June 13th concerning the S. H. Newell & Company contract No. 1468 for the construction of the Rice Hill section of the Pacific Highway in Douglas County, which contract covers 1.8 miles of grading.

The bond furnished in connection with the above contract was written by United States Fidelity & Guaranty Company, for whom C. O. Price, who has offices in the Porter Building, Portland, Oregon, is resident agent. The amount of the bond is $30,250.00. The date of completion of the contract is August 15, 1933.

Yours very truly,

STATE HIGHWAY COMMISSION

By

Secretary

JM:AN

#1468

TIFFANY
LUBRICANTS
"FINE AS A SILKY FILM OF GAUZE
—TOUGH AS A RHINO HIDE"

TIFFANY
LUBRICANTS
AMERICA'S FINEST—
ADD YEARS TO GEARS

TIFFANY GREASE WORKS
200 N. TRINITY AVENUE
FORT WORTH, TEXAS June 13 th,1933.

1933

The Oregon State Highway Commission,
Salem,Ore.

Gentlemen:-

RE: S.H.Newell & Company, Contractors.

For record purposes, please be kind enough to note on the bottom of this letter and return to us promptly in the enclosed postage paid envelope showing the Project number, approximate date of completion, name and address of the surety company, furnishing the bond of the Project in or near Yoncalla, Douglas County, Oregon, on which the above named firm is engaged at this time.

Show also whether or not the above subject is the Principal Contractor and if not show the name of the Principal Contractor.

Also kindly give the same information on the job in or near Fort Kalmath, Klamath County, Oregon.

We shall be grateful for this courtesy on your part.

Yours very truly,

TIFFANY GREASE WORKS.

R H Wyatt

E:D

Credit Manager.

"GOOD AS GOLD" TIFFANY "AMERICA'S FINEST"

STENCIL NO. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E. 189-A

June 7, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

RECEIVED
JUN [illegible] 1933
[illegible] OREGON

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal Aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By A H Benedict
A. H. Benedict
Asst. Highway Engineer.

Encl.

Agr 14941

Form P. R. 2
State Oregon
Project No. E-189, Section A

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5618

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 1st day of May, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 9th day of November, 1932, a project statement, which was approved by the Secretary on the 2nd day of December, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A of said project which were recommended for approval by the United States District Engineer on the 10th day of March, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, nine hundred seventy-nine and no/100 dollars ($ 11,979.00) as the share of the United States payable under said act on account of Section A of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act (Include amount, date, and citation of approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not act of legislature by which authorized) Provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1170+00 in the S.E.¼ of Sec. 28, T. 23 S., R. 5 W., W.M., and survey station 1249+00 in the S.E.¼ of Sec. 32, T. 23 S., R. 5 W., W.M.,

, length 1.496 miles, in Douglas County, being Section A of Oregon Federal Aid project No. E-189, consisting of 1.496 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, known ~~of a mile in length~~ locally as the Rice Hill section of the Pacific Highway, between official control points Eugene and Dillard.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5516

(b) The Highway Department hereby agrees that, within a reasonable time after the completion of the improvement contemplated under this agreement, it will place upon the road embraced in this project such surfacing as will adequately meet the existing and probable future traffic needs and conditions thereon.

(c) Final payment of Federal funds shall not be made on said project until rights of way satisfactory to the Secretary of Agriculture have been obtained for those portions of said project which encroach upon the right of way of the Southern Pacific Railroad.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A of said project shall not in any event exceed the sum of eleven thousand, nine hundred seventy-nine and no/100 dollars ($11,979.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-three thousand, two hundred seventy-five and no/100 dollars ($ 33,275.00), the approved total estimated cost of Section A of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 23rd day of May, 1933.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie M Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By Carl G Washburne

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

R G Tugwell
Acting Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. E-189-A, State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 33,275,00 as the total estimated cost of said project, and the sum of $ 11,979.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 23rd day of May, one thousand nine hundred and thirty-three.

R G Tugwell
~~Acting~~ Secretary of Agriculture.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

189-[illegible]

April 22, 1925.

S. H. Newell & Company
1022 Board of Trade Building
Portland, Oregon

Gentlemen:

We are forwarding to you today, by express, fully executed copy of Contract No. 1468 which was recently awarded you by the State Highway Commission for the construction of 1.5 Miles of highway roadbed on the Rice Hill Section of the Pacific Highway in Douglas County.

This copy is sent to you for your records and files.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

3 32 3M

S-2860

Southern Pacific Company

PORTLAND, OREGON

E. L. KING.
SUPERINTENDENT

IN REPLY PLEASE REFER TO

GMO-91524

RECEIVED
APR - 1933
OREGON
STATE HIGHWAY COMMISSION

March 31, 1933.

Referred to
H. G Smith

189a

S. H. Newell & Co.,
Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

I am attaching duplicate counterparts of an agreement requiring bond covering work under your contract with the State Highway Commission, at Rice Hill. You will note in accordance with your conversation with Mr. Peikert, that the amount was reduced to $2500.

After you have had the agreement executed on the part of your Company and the bond executed by reliable surety company, will you please return the two counterparts and we will handle for execution on the part of the Southern Pacific Co., after which we will return one copy for your files.

Yours truly,

(Signed) E. L. KING

RECEIVED
APR 5 - 1933

Cy. Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Referring to my letter of March 27th:

I am enclosing one copy of the agreement with S. H. Newell & Co. for your information.

Yours truly,

E L King

a

KNOW ALL MEN BY THESE PRESENTS:

That we, S. H. NEWELL & CO., a corporation, as principal, and ____, a corporation, incorporated, organized and existing under the laws of the State of ____________________________, as Surety, are held and firmly bound unto SOUTHERN PACIFIC COMPANY, a corporation, herein called "Railroad" in the sum of TWO THOUSAND, FIVE HUNDRED (2,500) DOLLARS, lawful money of the United States of America, to be paid to said Railroad and Railroad's successors and assigns, for which payment well and truly to be made we bind ourselves, our heirs, executors, administrators and successors, jointly and severally, firmly by these presents.

SEALED with our seals and dated this __________day of ________________________, 1933.

THE CONDITION of the above obligation is such, that

WHEREAS, on the ________________day of ________________________, 1933, Railroad entered into a certain agreement with said principal, as Contractor, relating to the construction of a public highway over and across Railroad's right of way upon a certain parcel of land in Douglas County, State of Oregon, for the State of Oregon, acting by and through its State Highway Commission, a copy of said agreement between said principal and Railroad being hereto attached and made a part hereof:

NOW, THEREFORE, if the said principal shall faithfully perform said agreement between said Railroad and said principal according to its terms, covenants and conditions therein set forth, and shall also pay in full the claims of all persons performing labor upon or furnishing materials to be used in said work, then this obligation shall be void, otherwise to remain in full force and effect.

It is further understood and agreed that if any alterations, additions or omissions are made to, from or in the work to be done upon, or adjacent to the property of Railroad, the same may be made without further approval or consent of the undersigned, and being so made, shall in no wise interfere with or release the undersigned, or either thereof, from their or either of their obligations under this bond.

IN WITNESS WHEREOF, the said principal and the said surety have executed these presents in duplicate as of the day and year first hereinabove written.

S. H. NEWELL & CO.,

By_____________________________
President

Attest_________________________
Secretary

____
Surety

By_____________________________
Attorney-in-Fact

By_____________________________
Resident Agent in and for the State of Oregon.

Form Approved:

____
Contract Attorney

THIS AGREEMENT, made and entered into this ______________ day of ______________, 1933, by and between SOUTHERN PACIFIC COMPANY, a corporation, herein called "Railroad" and S. H. NEWELL & CO., a corporation, herein called "Contractor";

RECITALS:

Railroad, under date of March ______________, 1933, entered into a certain agreement with the State of Oregon, acting by and through its State Highway Commission, relating to the construction, maintenance and use of a public highway upon and along Railroad's right of way at a point near Rice Hill, in the County of Douglas, State of Oregon, which agreement provides:

> "It is expressly understood and agreed in the event that any work upon or in connection with the construction of said highway to be done upon or adjacent to the right of way and property of the first party should be let to contractors by second party, such contractors shall be satisfactory to first party as to their responsibility and ability to perform the work upon or across the premises of first party, and no such work shall be commenced until such contractors shall have entered into a written agreement with first party, satisfactory to it and indemnifying first party from and against all claims, demands, loss, damage and liability growing out of the performance of the work to be done by such contractors, and such contractors shall furnish, at no expense to first party, a good and sufficient bond in the amount of Two Thousand, Five Hundred (2,500) Dollars, of a reliable surety company, in form and satisfactory to first party, guaranteeing the true and full performance of all of the terms, conditions and stipulations contained in said agreement to be entered into with first party by said contractors, as here in this paragraph provided."

AGREEMENT:

NOW, THEREFORE, it is mutually agreed by and between the parties hereto as follows, to-wit:

1. Railroad, in consideration of the faithful performance by Contractor of all of the covenants and agreements herein contained, hereby permits Contractor to enter upon the premises of Railroad for the purpose of constructing said highway.

2. Contractor shall, in advance of performing any work upon or near the property of Railroad, give Railroad a bond in the sum of Two Thousand, Five Hundred (2,500) Dollars, in form and with good and sufficient surety to be approved by Railroad, conditioned that Contractor will well and truly perform and fulfill all of the covenants, conditions, stipulations and obligations on Contractor's

part in this agreement set forth and contained, to-wit:

3. Contractor shall indemnify and save Railroad harmless from and against any and all claims, demands, cost, loss, damage and liability howsoever same may be caused, resulting directly or indirectly from the performance of any or all of the work to be done adjacent to the tracks and upon the property of Railroad; also from all claims, demands, cost, loss, damage and liability howsoever same may be caused, resulting directly or indirectly, made or suffered by said Contractor, Contractor's agents and/or employes while engaged in the performance of said work, whether caused by the negligence of said Railroad in the operation of its railroad or otherwise.

4. Contractor agrees that the license hereby given Contractor to enter upon the premises of said Railroad for the purpose of performing any of said work shall not give nor be deemed or construed to give said Contractor the right to do or perform any work whatsoever at any time upon or in connection with said work that will render unsafe the use by Railroad of its real estate, tracks, buildings and/or other appurtenances now or hereafter existing, or weaken or injure same for the operation of Railroad's trains, cars or locomotives or for Railroad's other purposes.

5. Contractor further agrees that upon completion of the work to be done adjacent to the tracks and upon the property of Railroad, Contractor will promptly remove from the premises all of Contractor's tools, implements and other materials and leave said premises clean and presentable.

6. Except as herein otherwise provided, this agreement shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

7. This agreement shall not be assigned, sublet or transferred in whole or in part by Contractor except with the previous written consent of Railroad.

IN WITNESS WHEREOF, the parties hereto have executed this agreement in duplicate as of the day and year first hereinabove written.

SOUTHERN PACIFIC COMPANY

By______________________________
General Manager

Attest__________________________
Assistant Secretary

S. H. NEWELL & CO.,

By______________________________
President

Attest__________________________
Secretary

Form Approved:

____
Contract Attorney

TM 8-66

SIONERS
SCOTT, CHAIRMAN, PORTLAND
ASHBURNE, EUGENE
RICH, PENDLETON

LAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

1-7-2

April 15, 1933

S. H. Newell & Company,
1022 Board of Trade Bldg.,
Portland, Oregon.

Gentlemen:

This is to confirm in writing the advice which I gave you orally when you were in the office the other day at which time you inquired as to when you would be permitted to go to work on the Rice Hill job. You were advised then, which advice is now confirmed in writing, that you may begin at any time. The right of way is under condemnation proceedings which were instituted and are being prosecuted by Douglas County, by virtue of which proceedings the State is entitled to immediate possession of the right of way and therefore immediate encroachment upon the property is made possible to you.

The barn and other structure which you discussed when in the office and which you said extended out over the right of way will be cut off by the bridge department so that there will be no obstruction to your work.

Yours very truly

J. M. DEVERS

NOTED
State Highway Engineer

JMD:PW

cc E. A. Collier
H. G. Smith
R. H. Baldock

APRIL
First
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement, covering the Rice Hill Section, Project No. E-189-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-189-A

RICE HILL SECTION OF THE PACIFIC HIGHWAY

IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, April 1, 1933

All Required		Clearing & Grubbing		$ 1,800.00
124,000	cu. yds.	Excavation, Single Classification	$0.14	17,360.00
166,000	yd. sta.	Overhaul	0.01	1,660.00
23,000	yd. mi.	Truck Haul	0.12	2,760.00
500	cu. yds.	Rock or Backfill for Drains	2.00	1,000.00
70	lin. ft.	Salvaging Culvert Pipe	1.00	70.00
1,200	lin. ft.	8" Porous Drain Tile	0.30	360.00
400	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	400.00
70	lin. ft.	12" Culvert Pipe	1.00	70.00
700	lin. ft.	18" Culvert Pipe	1.50	1,050.00
150	lin. ft.	24" Culvert Pipe	2.40	360.00
150	lin. ft.	36" Extra Strength Culvert Pipe	6.00	900.00
700	cu. yds.	Base Course Surfacing	2.00	1,400.00
300	cu. yds.	Top Course Surfacing	2.50	750.00
150	cu. yds.	Filler	0.60	90.00
200	yd. mi.	Hauling Filler	0.10	20.00
100	M-Gals.	Sprinkling	2.00	200.00
			Sub-total	$30,250.00
			10% Engr. & Cont.	3,025.00
				$33,275.00

Length	1.496 miles
Cost per mile	$22,242.64

Regular Federal Aid Funds Requested	$ 11,979.00 (36%)
Emergency Construction Highway Funds Requested	21,296.00
	$ 33,275.00

State Funds for Construction: Chapter 175, Laws 1917; Chapter 31, Laws 1920.

State Funds for Maintenance: Chapter 41, Laws 1927.

Portland 104 10m 11-14-32

189-a

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

April 1st, 1933.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Re: S. H. Newell & Co.

Replying to your favor of March 31st in regard to the bid bond which we executed on behalf of S. H. Newell & Company in connection with contract for grading the Rice Hill Section of the Pacific Highway in Douglas County, and which bond it is desired to substitute for the certified check now on deposit with the Commission, will say that in executing this bond it was our intention to assume thereunder all of the obligations which would have been assumed by such bond had it been deposited with the Commission at the time the bid of S. H. Newell & Company was submitted for the contract in question.

Yours very truly,

C O Price

Manager.

COP:W

RECEIVED
APR - 1933
OREGON
[illegible] COMMISSION

April 5, 1933

REGISTER

S. H. Newell & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of March 29 in which you request that the certified check submitted by you to the State Highway Commission on March 15, 1933 with your proposal for the construction of the Rice Hill Section of the Pacific Highway in Douglas County be returned to you, and that the bid bond, which accompanied your letter of March 29, be substituted therefor.

I am pleased to inform you that this Department has favorably considered your request, and the said certified check, in the sum of $1,500, together with currency in the sum of $20, is enclosed herein.

Very truly yours

Secretary

HBG:AJ

Received payment of above check and $\$20^{00}$ bill. 4/5/33

S. H. Newell & Co.
Sidney H. Newell.

March 31, 1933

Mr. C. O. Price, Manager
U. S. Fidelity & Guaranty Co.
Porter Building
Portland, Oregon

Dear Sir:

Mr. Sidney H. Newell of S. H. Newell & Company, contractor, to whom the State Highway Commission on March 15 awarded the contract for the grading of the Rice Hill Section of the Pacific Highway in Douglas County, has just furnished us with a proposal bond written by U. S. Fidelity & Guaranty Company which he wishes substituted for the certified check which he deposited with the Commission with his bid on March 15, 1933.

Will you kindly inform me by return mail as to whether or not this substitution meets with your entire approval and whether or not your company will assume all of the obligations which would be assumed by such bid bond had it been deposited with the Commission with the bid of S. H. Newell & Company?

Thanking you, I am

Very truly yours

Secretary

HBG:AJ

S. H. NEWELL
THOS. J. WILLIAMS

S. H. NEWELL & COMPANY
GENERAL CONTRACTORS
BOARD OF TRADE BUILDING
PORTLAND, OREGON

March 29, 1933

H.B.Glaisyer, Secretary.
Oregon State Highway Commission.
Salem, Ore.

Dear Mr.Glaisyer:

After talking with you this morning, it occuured to me , that we could avoid the ordinary delay in returning of our certified check, by substituting a bid bond. We used a certified check in the first instance, because, as you know, bond companies local representatives no longer have authorization to write bid bonds without approval from their home offices on any sizable jobs.Not being familiar with this change in conditions we did not give the local agent time to procure the necessary authorization.

We have obtained a bid bond from the U.S.F.& G Co. which is inclosed and request that our certified check be mailed direct to the Bank of California, who have instructions to deposit to our account.

This is rather important to us as this check represents our total current funds with which to take care of payroll draws and other current expenses until receipt of our next regular monthly estimate.

Very truly yours,

S.H.Newell & Co

by Sidney H. Newell.

RECEIVED
MAR 30 1933
OREGON
STATE HIGHWAY COMMISSION

March 30, 1933

Mr. C. O. Price, Manager
U. S. Fidelity & Guaranty Co.
1206 Porter Building
Portland, Oregon

Dear Mr. Price:

I thank you for your letter of March 28 calling our attention to the typographical error in the contract form for the Rice Hill project, which contract was awarded to S. H. Newell & Company.

The correction that you made, inserting the amount of the bond in the correct space, is satisfactory.

Very truly yours

Secretary

HBG:AJ

Portland 104 10m 11-14-32

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND BRANCH OFFICE
C. O. PRICE, MANAGER
1208 PORTER BUILDING
PORTLAND, OREGON

March 28th, 1933.

Oregon State Highway Commission,

Salem, Oregon.

Gentlemen: Re: S. H. Newell & Co. - Contract #1468

We are today sending you, under separate cover, four copies of the specifications, contract and bond relating to contract No. 1468, known as the Rice-Hill Section of the Pacific Highway in Douglas County.

In the bond form you will note that the amount of the bond was inserted at the wrong place. We have drawn a red line through that entry and have inserted the amount of the bond in the correct space below. We trust this correction will be satisfactory.

Yours very truly,

C O Price

Manager.

COP:DW

RECEIVED
MAR 29 1933
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 28, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

As requested in Mr. Probert's March 23rd letter, we are today forwarding the cross sections for Oregon Emergency Construction Highway Project E-189-A, Rice Hill Section of the Pacific Highway, to E. E. Umphlette, Resident Engineer at Eugene, Oregon.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

FORM 2-A-1 7530 5M 2-33

Commissioners
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

189-a

March 24, 1933

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: J. N. BISHOP

Dear Sir;

Your letter of March 22nd, at hand in regard to requisitions for crushed rock for the Rice Hill job. It appeared to me desireable to measure this small amount of material in stock pile rather than to have a rock checker pay for the material as delivered with rock receipts.

We have an engineering crew on the Rice Hill Job and I believe they can measure these small stock piles and figure them for a very nominal sum. My thought was not to save yardage through buying on stock pile measure but to eliminate the necessity of a rock checker and to permit the contractor to make delivery at his own convenience.

Trusting this will answer your question, I am

H. A. Collier
Division Engineer

cc. R.H. Baldock
HAC:AW

NOTED
State Highway Engineer

M A R C H
Twenty-Third
1 9 3 3

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We have received a request from E. A. Collier, Division Engineer, to send the cross sections for the Rice Hill Section, Project No. E-189-A to R. E. Umphlette, Resident Engineer at Eugene, Oregon.

Our records show that these cross sections were sent to your office on March 4 in connection with the proposed contract for the grading of that section. Will you please send them directly to Mr. Umphlette as soon as you have finished with them.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

cc Mr. E. A. Collier
cc Mr. R. E. Umphlette

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

March 22, 1933

R, H. Baldock
State Highway Engr.
Salem, Oregon

ATTENTION: S. H. PROBERT

Dear Sir:

Will you please send to Resident Engineer, Umphlette at your earliest convenience the plotted cross sections of the Rice Hill location, Pacific Highway.

Very truly yours,

E. A. Collier
Division Engineer

By Cannon
C. D. Cannon
Office Engineer

cc. Umphlette
Eugene
CDC:AW

FORM 5-A-1 7920 5M 2-33
Commissioners
LESLIE M. SCOTT, Chairman, Portland
CARL G. WASHBURNE, Eugene
E. B. ALDRICH, Pendleton

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

189-a

OREGON STATE HIGHWAY COMMISSION

SALEM

March 18, 1933

In Reply Please
Refer to File No.

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTENTION: H. G. SMITH

Dear Sir:

I have had E.E. Umphlette prepare reports on the location surveys for the Rice Hill - Oakland Section of the Pacific Highway, the Siuslaw River crossing and the Umpqua River crossing on the Coast Highway. These are dated March 4th, and copies have heretofore been delivered to your office, together with all of the data listed in these reports as being turned over to the division office.

Very truly yours,

E. A. Collier
Division Engineer

CC. R. H. BALDOCK
EAC:AN

1—

189-a

March 11, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of March 10th, in which mention is made of discrepancies in the quantities which occurred between the detail sheets and the summary of the plans for Project No. B-189-A. We have, accordingly, revised Sheet No. 4 to show the 8-inch tile and 9-inch perforated iron pipe which were omitted on the plans sent to you previously.

With reference to the mention made in your letter concerning the quantity of 12-inch culvert pipe, however, we find the plans are correct as originally submitted. In arriving at the total of 105 lineal feet for this item, as mentioned in your letter, you have apparently included the pipe 45 feet in length which is to be placed at Station 1221. A notation made on the plans, however, states that this culvert is to be constructed of salvaged pipe, and, accordingly, payment for it will be made under the item of "salvaging culvert pipe."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Bash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

March 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Emergency Construction Highway Project E-189-A.

In checking over these plans, it is noted that the summary sheet, estimate and detail sheets do not agree on some pipe quantities. The detail plans show only 800 ft. of 8" tile while the summary shows 1,070 ft. The detail plans do not show any perforated corrugated iron pipe while the summary lists 400 ft. The summary shows 60 ft. of 12" pipe while the detail sheets show 105 ft. Other pipe sizes are in agreement.

We are recommending this project for approval with the provision that the above discrepancies be cleared up.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott
J. A. Elliott
Sr. Highway Engineer

RECEIVED
MAR 11 1933
OREGON
[illegible]

189-a

March 4, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans for the Rice Hill Section, Emergency Construction Project No. E-189-A. Five bid proposals, one set of original cross-sections and two sets of blueprint plans for this work are being sent under separate cover. The additional copies of plans will be sent to you Monday.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emerg. Constr. Hwy.
Project No. E-189-A

RICE HILL SECTION OF THE PACIFIC HIGHWAY

IN DOUGLAS COUNTY

(Estimate accompanying plans. Not as basis for project agreement.)

Salem, Oregon, March 4, 1933

All Required		Clearing and Grubbing		$ 2,500.00
124,000	cu. yds.	Excavation, Single Classif.	$0.30	37,200.00
166,000	yd. sta.	Overhaul	0.02	3,320.00
23,000	yd. mi.	Truck Haul	0.15	3,450.00
500	cu. yds.	Rock or Gravel Backfill for Drains	2.50	1,250.00
70	lin. ft.	Salvaging Culvert Pipe	0.50	35.00
1,200	lin. ft.	8" Porous Drain Tile	0.40	480.00
400	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	400.00
70	lin. ft.	12" Culvert Pipe	1.30	91.00
700	lin. ft.	18" Culvert Pipe	2.25	1,575.00
150	lin. ft.	24" Culvert Pipe	3.50	525.00
150	lin. ft.	36" Extra Strength Culvert Pipe	6.00	900.00
700	cu. yds.	Base Course Surfacing	2.00	1,400.00
300	cu. yds.	Top Course Surfacing	2.50	750.00
150	cu. yds.	Filler	0.40	60.00
200	yd. mi.	Hauling Filler	0.15	30.00
100	M-Gal.	Sprinkling	2.00	200.00
			Sub-total	$ 54,166.00
			10% Engr. & Cont.	5,416.60
			Total........	$ 59,582.60

Length 1.496 miles
Cost per mile $39,827.94

Regular Federal Aid Funds Requested	$21,449.73 (36%)
Emerg. Constr. Hwy. Funds Requested	38,132.87
	$59,582.60

FORM 2-8-1 11930 500 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
~~CARL G. WASHBURNE~~, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189a

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

Dec. 9, 1933

R. H. Baldock
State Highway Engr.
Salem Oregon.

Dear Sir:

Mr. S. H. Newell called here December 8th, to talk over the Rice Hill contract recently completed. Mr. Newell stated that his costs for the job showed $34,509, which includes $600 for overhead expense. There were a few items to charge against the job and some credit but he thought the cost would be close to $34,500. The final estimate submitted today runs to $30,945. Mr. Newell feels that he encountered more rock in the railroad cut than he or anyone else expected and that this caused the above indicated loss. Mr. Newell stated that H. G. Smith told him he thought there was no rock in the railroad cut because no test pits were shown. (the railroad cut itself discloses the material better than any test pits). The shale rock encountered in the railroad cut undoubtedly slowed him up and caused many breakes to his equipment. He asked if the cross-sections were taken at the slide before the movement started. Cross-sections were taken up to the east edge of the pavement only before the slide started and immediately after it started the cross-sections were extended across the pavement and above the upper crack. The amount of movement at the upper crack could easily be seen and the amount of settlement for intermediate points was projected from the measured settlement at the crack and at the east edge of the pavement. At the time of the extension of these cross-sections the settlement at the upper edge of the slide ran from nothing to one and one-half feet. I suggested that we take the cross-sections in hand and go over the job on the ground if he had any doubt about quantities but after my explanation he did not think this was necessary or useful.

Mr. Newell said he had a conference at Salem with Mr. Baldock at which time Mr. Baldock refused to pay any adjustment for rock since this was a single classification job and the government probably would not pay on such an adjustment. He said Mr. Baldock offered to talk adjustment of Price Agreement on slide covered in Mr. Newell's letter of September 2nd, 1933, to R. H. Baldock. Mr. Newell said that Mr. Baldock would approve a Price Agreement in excess of the contract price of 14¢ per cubic yard if Collier would recommend it.

Mr. Newell suggested that I present a Price Agreement for slide at 30¢ a cubic yard because it would have cost us that much to move it with shovel or other means. I told Mr. Newell I would take up this matter with Mr. Baldock and Smith and made no promise or agreement regarding adjustment at this time. I told him that he had completed a good job for us at a cheap price and that we had helped keep his costs down by:

T, CHAIRMAN, PORTLAND
WASHBURNE, EUGENE
S. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
ROSEBURG, OREGON

-2- R.H. Baldock

1-Waiving use of sheepsfoot roller as specified.
2-Waiving blading and rolling of rock on the detour.
3-Waived final touching up of grade with blade on account of muddy conditions.
4-Assumed entire cost of watchmen, lights, bridge etc. at slide.
5-Extended time to complete contract without penalty, as specified, from August 15th, to October 30th.

The yardage in the slide is 13638.8 cubic yards. His request for Price Agreement at 30¢ would increase the cost 16¢ per yard or a total of $2180.

While I believe the cost of moving the slide is well covered in Mr. Newell's letter dated September 2nd, 1933, nevertheless if you favor an adjustment that will be as convenient a place as any to make it. An adjustment in favor of Mr. Newell under these circumstances is consistent with our practice under somewhat similar circumstances. It is my opinion that he has sustained a loss and that he had done the work as cheap as it could have been done by anyone. He had large, new equipment and good men. The large amount of breakage was due to the material encountered. I suggest you have Mr. Newell come in and see you and attempt to get him to agree to a price adjustment somewhat less than the 30¢ he suggests and that this be done as soon as possible. If you wish me to do this I will get in touch with him again. If you wish me to prepare a price agreement at 30¢ or at some lessor price I am willing to recommend its approval.

Very truly yours,

EACollier
E. A. Collier
Division Engineer

cc. H.G. Smith
EAC:AW

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44
22

FORM 5-A-1 5663 5M 9-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

189a

OREGON STATE HIGHWAY COMMISSION
SALEM

November 17, 1932

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Corwin L. Fullerton,
Roseburg, Ore.

Dear Sir:

Your letter of November 16th making inquiry for work on the Rice Hill Project has been received. It is expected that the contract for the construction of the Rice Hill Revision will be let by the Commission the early part of December. If the contract is let at that time the work will start very shortly afterwards.

The hiring of all labor except the engineering crew will be done by the contractor and according to specifications he must secure all common and skilled labor through the registration committee in the county. A certain per cent of labor will be taken from Douglas County to be used on this job.

We suggest that you register with the county registration committee for this or other work.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By HGS

H. G. Smith,
Construction Engineer.

Dictated by

Charles E. Low

CC to
R.H. Baldock ✓

NOTED
State Highway Engineer

NOTED
State Highway Engineer

FORM 9-A-1 8463 3000 8-32
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

117a

November 16, 1932

RECEIVED
NOV 17 19

R. H. Baldock
State Highway Engineer
Salem, Oregon

ATTENTION: S. H. Probert

Dear Sir:

Attached hereto you will find Special Provisions covering construction of the Rice Hill Section Grading.

It should be noted, in connection with the removal of the railroad turn-table, that I have provided that the steel bridge part of the structure is to be removed by the Railroad Company, and the rest of the structure, consisting of the concrete wall around and the circle rail imbedded in concrete, is to be removed by the contractor and deposited in the fill or at the end of the culvert. Negotiations with the railroad are under way at present, and the above specification should be modified in case other provisions were reached in the negotiations.

Please change the 18" pipe shown at Station 1238+60 to a 24" pipe of equal length. It is doubtful whether this size is required, but consequences of blocking this pipe would be more serious than ordinary and the railroad people asked that we make it a 24-inch.

The Engineer's Estimate and bid quantities are shown on a piece of profile sent you with the other records. Use the right hand estimate headed "If connecting road is selected between Station L-1232+60.

Very truly yours

R. A. COLLIER
Division Engineer

NOTED
State Highway Engineer

encls

CC R. H. Baldock

NOTED

RAC:VA

SPECIAL PROVISIONS

Rice Hill Section - Grading November 14, 1932

TIME AND PLACE OF RECEIVING BIDS

Bids for work described below will be received by the Oregan State Highway Commission at in Portland, Oregon at nine o'clock in the morning (9:00 A. M.) on the 14th day of December, 1932.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under contract, if awarded, consists of the grading on revised line for a portion of the Pacific Highway in Douglas County.

The north end of the project is at station 1170, which is about four miles south of Yoncalla. The south end of the project is at station 1249 ; the length of the project is 1.50 miles.

DATE OF COMPLETION

Work to be done under contract shall be completed not later than June 30, 1933.

NOTE: Insert Federal Aid, date 9-12-32, sheets 1 to 9, inclusive.

CLEARING AND GRUBBING

Area to Be Cleared:

The area to be cleared and the area within which all required grubbing work is to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the area included within the clearing limit lines shown along the upper edge of the accompanying profile and such additional areas as are occupied by the road connections, channel changes and drainage ditches, which are to be constructed under this contract.

Removal of Buildings and Fences:

Such other buildings and fences within the areas to be cleared as have sufficient value to warrant their removal and preservation will be removed from the said areas by their owners. All other buildings and fences within the said area shall be razed and disposed of by the contractor, payment for the work involved being understood to be included in the lump sum price bid for "clearing and grubbing."

Early Completion Required:

All clearing and grubbing work, including all burning, shall be completed not later than April 1, 1933.

SPECIAL PROVISIONS

Rice Hill Section - Grading #2

EARTHWORK

Standard Specification to Apply:

The excavation work and embankment construction work to be performed under this contract shall be performed in accordance with the standard specification for "Earthwork" given in Section 8 of the standard specification form, except as that standard specification is supplemented and modified by the provisions which follow.

Classification:

All pay excavation shall be classified in accordance with the single classification basis of classification described in said Section 8 of the standard specification form.

Embankment Construction:

All embankments shall be built up in horizontal layers of thicknesses not exceeding 8 inches, and each layer shall be separately and thoroughly compacted by rolling with an approved sheeps-foot tamping roller or with a three-wheeled, ten-ton road roller. In case the material is too dry to compact satisfactorily, it shall be provided with proper moisture content by sprinkling. Should any of the excavated material contain boulders large enough to prevent building up the embankment in 8 inch horizontal layers, then the embankment shall be built up in horizontal layers not exceeding two (2) feet.

Removal of Turn-Table:

The earthwork to be done and paid for at the price bid for excavation single classification shall be understood to include the removal of the concrete turn-table and the depositing of the concrete in adjacent embankments or around culvert ends as directed by the Engineer. The steel bridge part of the turn-table is to be removed by the railroad company.

Grading of Connection:

As a part of the earthwork the contractor shall construct the connection shown leading from Station L-1232 to Station S_2-1238.

DRAINAGE STRUCTURES

Six-inch Porous Drain Tile:

Drain tile required in this project shall be installed and paid for in accordance with the standard specification for porous tile drains, given in Section 32 of Standard Specification Form.

Nine-inch Perforated Iron Pipe:

The 9-inch perforated iron pipe required in connection with this project shall be installed and paid for in accordance with the standard specification for perforated iron pipe drains, given in Section 31 of the Standard Specification Form.

Box Culvert:

The 3 x 3 concrete box culvert required at Station 1212 shall be constructed in accordance with the State Highway Commission standard culvert plans, and in accordance with the Standard Specifications for "Concrete for Structures" and metal reinforcement, Sections 34 and 35 of the Standard Specification Form.

MISCELLANEOUS PROVISIONS

Provision For Traffic:

The contractor shall so plan and perform the work required under this contract that traffic over the Pacific Highway in the vicinity of this job shall not be hindered or impaired in any manner. The contractor will not be required to make any excavation or embankment which will tear up or cover any part of the traveled portion of the Pacific Highway. The contractor shall provide flagmen, barricades and lights wherever and whenever they may be needed to safe-guard traffic.

Protection of Railway and Telegraph Lines:

The contractor's attention is called to the fact that part of the project is immediately along side the main line tracks of the Southern Pacific Railroad and also in close proximity to telephone and telegraph lines. As indicated by the provisions which appear on pages 10 and 11, of the Standard Specification Form, the contractor will be required to protect these properties against damage and will be liable for any damage which they may suffer by reason of his operations.

County From Which Labor Is to be Secured:

Under the provisions relating to the selection of labor which are given hereinbefore, the contractor shall obtain his labor through the County Employment Committee of Douglas and   Counties.

Arrangements for Transportation of Workers From Points Along Highway:

If, in lieu of establishing and maintaining a camp as elsewhere herein specified, the contractor will make satisfactory arrangements for a daily transportation service whereby workers will at suitable times be picked up at and returned to conviently located points on the Pacific Highway between Sutherlin and Drain, he will be permitted so to do and will not be required to establish and maintain a camp for the boarding and lodging of employes. It shall be understood, however, that this alternate arrangement will be permitted only under the condition that the means of transportation, the times and places at which the workers are to be picked up and returned, and all other details pertaining thereto are considered by the Engineer to be satisfactory and are approved by him. It shall be understood also that this transportation service is to be furnished to all employes free of charge.

Wet Weather Not Cause For Extension of Time:

The work to be performed under this contract must be performed within the time limit specified regardless of wet weather, and the interference of wet weather with the performance of the work will not entitle the contractor to either extension of time limit or compensation for extra expense. Wet weather conditions must be anticipated by the contractor, and the work must be planned, organized, equipped, manned and conducted in such manner that the quality of the work will not be affected by the wet weather or by conditions resulting from wet weather.

LIQUIDATED DAMAGES TO BE PAID

IN CASE OF FAILURE TO COMPLETE AS SPECIFIED

The work to be done under this contract shall be completed on, or before, the completion date stated elsewhere herein, and it is expressly agreed and understood that time is of the essence of this agreement and the contractor expressly agrees to complete the work herein provided for on, or before, the said completion date. In the event that said work is not completed within said time, then it is mutually agreed that the State will sustain a loss or damage. The actual or exact amount of loss or damage sustained by the State on account of such delay will be impossible or difficult to ascertain or determine and, therefore, it is mutually agreed that as fixed, agreed and liquidated damages, the contractor shall pay to the State fifty dollars ($50.00) per day for each calendar day after said completion date, until the work provided for in this contract is completed or accepted, and the contractor and his surety shall be liable for the amount of such damage or loss.

Should such delay, if any, be occasioned by or on account of any act or cause chargeable to the State, then the time for the completion of said job will be extended for such additional period of time as is necessary to offset the delay chargeable to the State, provided the contractor shall, immediately upon the happening of such act or cause on the part of the State occasioning such delay, notify the State of the same and of the amount of the additional time required to complete said job, and in the event the contractor and the State are unable to agree with respect thereto, the engineer's decision as to the amount of additional time to be allowed shall be final. It is understood, however, that a delay in the awarding of the contract, providing the award is made within forty-eight (48) hours of the time fixed for the receiving of bids, will not constitute cause for the extension of the specified time limit.

It is further understood and agreed that since the fund from which payments for this work are to be made is terminated by the present act on July 1, 1933. The Commission may, at its option, terminate all work on this contract on that date, and the contractor agrees to accept the estimate for work done to that date as full compensation.

CONTRACT#1469,

SEE:

CONTRACT#1367,

1932

1469 [illegible]: Contract 1307

CONTRACT#1472,

SEE:

CONTRACT#1441,

13

1472 [illegible]: Contract 1441

CONTRACT #1473,

3-1201 Sandy-Twin Bridges Sec., Maint.Mtls.
1933

1473

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, [illegible]
[illegible] WASHBURN, [illegible]
E. B. ALDRICH, [illegible]
H. B. GLAISYER, [illegible]

Sandy - Twin Bridges Project
Rock Production

3 & L

January 19, 1933

Mr. J. M. Devers
Assistant Attorney General
Office

Dear Sir:

In reply to your letter of January 17th, concerning the case of the Amsterdam Casualty Company versus Leslie M. Scott and the Logan Construction Company, this will advise that all of the facts stated in the quotations which appear in your letter are correct.

The $3,278.91 referred to as being in the hands of the State Highway Commission consists of a semi-final payment in the amount of $2,210.80 and a final payment of $1,068.11. Warrant for the semi-final payment was issued on October 3, 1933, and has been held since that time in accordance with orders from yourself and Mr. Glaisyer.

The final payment of $1,068.11 has not yet reached the warrant stage. A voucher covering this payment was sent to the contractor for signature on October 2, 1933, but has not yet been executed and returned by him.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:RR

SCOTT, CHAIRMAN, PORTLAND
L G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 17, 1935

Mr. S. H. Probert,
Office.

Dear Sir:

I have to answer a complaint in a case in which the New Amsterdam Casualty Company is plaintiff and Leslie M. Scott, the Logan Construction Company, and several other parties are the defendants.

The complaint among other things contains the following paragraphs:

> "That on ~~or about~~ April ~~15~~ 19, 1933, the defendant Logan Construction Company and the defendant State Highway Commission, acting on behalf of the State of Oregon, entered into a contract in writing wherein and whereby the defendant Logan Construction Company, undertook to produce, haul and furnish crushed rock of various sizes for state highway work on the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County, Oregon, at unit prices therein provided and for a total consideration for the units stated of $14,241.50. By the terms of said contract partial estimates of the amount and value of completed work thereunder were to be used as a basis for partial payments to the defendant Logan Construction Company, subject to specified amounts to be retained by the State Highway Commission."

> "That said work of producing, hauling and furnishing said crushed rock was heretofore fully performed and completed by defendant Logan Construction Company and said work was accepted by the State of Oregon on December 6, 1933. That by reason of the completion of said work under the terms of said contract moneys were earned by said defendant in the sum of $15,497.82. That said defendant has been paid the amount payable to it under Estimate No. 1, to-wit, $2,493.19, and also the amount payable to it under Estimate No. 2, to-wit, $9,725.72, and that the balance of $3,278.91 is in the hands of the State Highway Commission ready and available for payment."

Will you please tell me what the facts are with respect to the matters set out in the two paragraphs quoted above so I will know what to allege in my answer?

Yours very truly,

JM Devers

J. M. DEVERS

JMD:PW

Contract # 1473 Sandy - Twin Bridges Sec.

Logan Const. Co.

Est. #1	Paid —	$2493.19
#2	Paid —	9725.72
	Total paid.	$12,218.91
Est #3	(Semi-final) since Oct. 4, 19 Warrent held in Auditing dept by order of. Devers + Glaisyer. (Date of Last Order Sept 22 '34)	$2210.80
Est #4	(Final) Voucher sent to Contractor for signature Oct. 2, 1933. This Voucher has not been returned. No record can be found in Auditing Dept. showing That this voucher was traced. (Payment on this est ordered held by De Sousa - Last date - Apr 1934)	$1068.11
	Total Amnt Earned-	$15,497.82

3 DL

December 10, 1934

Mr. Ralph H. King
Attorney at Law
American Bank Building
Portland, Oregon

Dear Mr. King:

Reference is made to our telephone conversation of this date regarding the final payment to Logan Construction Company for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, contract 1473.

I find upon investigation that the final voucher covering this project, was prepared and sent to the Logan Construction Company for acceptance on October 2, 1933, but to date the Logan Construction Company has not returned it. Naturally we can not obtain the final warrant from the Secretary of State until the estimate has been properly executed.

Further investigation reveals that we are now holding in our safe the semi-final estimate on this job, amounting to $2,210.80. The final estimate is in the sum of $1,068.11.

Very truly yours,

HBG:OG

Secretary.

#19

3 DL

May 31, 1934

Mr. P. J. Stadelman
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of May 28 enclosing copies of notice of claim filed by Ladd & Bush Bank against Logan Construction Company in connection with its State Highway Contract No. 1478 for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

We are today sending copies of the Notice to the contractor and its surety.

Very truly yours,

Secretary

AJ

May 31, 1934

New Amsterdam Casualty Company
c/o Seeley & Co.
Board of Trade Building
Portland, Oregon

Dear Sir:

Attached is copy of notice of claim that has been filed with the Secretary of State by Ladd & Bush Bank against Logan Construction Company for loans made to the contractor in connection with its State Highway Contract No. 1475, furnishing crushed rock for the Sandy-Twin Bridges of the Mt. Hood Highway in Clackamas County.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours,

Secretary

AJ

cc Logan Construction Co.
Arlington
Oregon

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

May 28, 1934

Oregon StateHighway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Ladd & Bush for $1007.85 with interest at 8% from August 8, 1933, together with $58.76 with interest at 8% from September 22, 1933, and $5395.74 against the bond taken from Logan Construction Company, Inc., principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

To the State Highway Commission of the State of Oregon:

Notice is hereby given that the undersigned, Ladd & Bush, has a claim for money advanced to the payment of labor and materials used and expended by the Logan Construction Company in performing and carrying on the furnishing of crushed rock for State Highway work on Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County, Oregon, in the sum of $5,500.00, of which sum there has been paid $4,492.15, together with the further sum of $7.85 interest, and no more, and that the amounts unpaid thereon are the sums of $1,007.85, together with interest thereon at the rate of eight per cent. per annum from August 8, 1933, until paid, and the further sum of $58.76, together with interest thereon at the rate of eight per cent. per annum from September 22, 1933, until paid, and that Ladd & Bush holds assignments of the claims of laborers and materialmen therefor in the sum of $5,595.74; that said sums owing and unpaid to Ladd & Bush are a claim against the bond taken from Logan Construction Company, Inc. and New Amsterdam Casualty Company for the work of furnishing crushed rock for State Highway work on the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County, Oregon.

Done this 28th day of May, 1934.

LADD & BUSH

By Roy Nelson
Assistant Vice-President.

Endorsed: File No. 2434
Filed May 28, 1934
P. J. STADELMAN
Secretary of State

#1473

3-DL

May 31, 1934

Ladd & Bush
Salem, Oregon

Attention: Roy Nelson,
Assistant Vice-Pres.

Gentlemen:

This is to acknowledge receipt of your application for a certified copy of State Highway Contract No. 1473 and attached affidavit of Roy Nelson.

In accordance with your request we are enclosing certified copy of this contract which was awarded to the Logan Construction Company for furnishing crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

Yours very truly
STATE HIGHWAY COMMISSION

By

JM:MC

Secretary

To the State Highway Commission of the State of Oregon:

Application is hereby made by the undersigned, Ladd & Bush, to receive a certified copy of the contract made and entered into by and between the State Highway Commission of the State of Oregon, and the Logan Construction Company for the furnishing of crushed rock for State Highway work on the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County, Oregon, and a certified copy of the bond taken from Logan Construction Company, Inc. and New Amsterdam Casualty Company for such work.

Application is further made for authorization to the said Ladd & Bush to institute an action against said Logan Construction Company, Inc. and the said New Amsterdam Casualty Company on its own relation but in the name of the State of Oregon, and to prosecute the same to final determination and execution for its own use and benefit, all for the reason that said Ladd & Bush is the assignee of various claims of parties and persons who have supplied labor or material under the condition provided by law and has a valid, subsisting claim against said bond in the sum of $1,007.85, together with interest thereon at the rate of eight per cent. per annum from August 8, 1933, until paid; for the further sum of $58.76, together with interest thereon at the rate of eight per cent. per annum from September 22, 1933, until paid.

The affidavit of Roy Nelson is hereunto attached and tendered in support of this application.

LADD & BUSH,

By Roy Nelson

Assistant Vice-President.

STATE OF OREGON,)
) ss.
County of Marion.)

I, Roy Nelson, being first duly sworn, on oath say: That I am the Assistant Vice-President of Ladd & Bush, a banking corporation; that Ladd & Bush advanced moneys to the payment of labor and materials of the Logan Construction Company in furnishing crushed rock for State Highway work on the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County, Oregon, in the sum of $5,500.00; that this sum has not been paid, nor any part thereof, except the sum of $4,492.15, and the further sum of $7.85 interest, and that there is now due, owing and unpaid on said account the sum of $1,007.85, together with interest thereon at the rate of eight per cent. per annum from August 8, 1933, until paid, and the further sum of $58.76, together with interest thereon at the rate of eight per cent. per annum from September 22, 1933, until paid.

That said sums advanced by Ladd & Bush to the Logan Construction Company, and the whole thereof, were applied to the payment of work, labor and materials expended by the Logan Construction Company, as aforesaid, and that it was definitely agreed at the time of said advances that the same would be so applied and that said agreement was a part of the consideration therefor.

That the following named persons on or about the dates set forth in the following schedule performed work, labor and services and furnished materials of the reasonable value of the amount set opposite their respective names, to-wit:

Date	Name	Amount
1933		
Aug. 9	Firestone Service Stores, Inc.	$ 38.00
	H. V. Henry	66.11
	R. N. Summitt	23.59
10	Donald Cowan	41.60
	Art Wood	32.85
	Geo. Williams	23.88
	A. J. Smith	204.78
	Curtis Pillow	20.69
	R. N. Summitt	400.00
	Chas. Tatone	45.31
	La Vern Baker	49.04
	R. E. Baker	32.64
	Brightwood Store	75.34
	R. S. Smith Motor Co.	59.60
	E. E. Miller	100.10
	Hoover & Smith Finance Co., Inc.	115.14
	Geo. Granich	163.50
	Frank McMenamin	99.20
	Colyear Motor Sales Co.	21.84

Date		Name	Amount
1933			
Aug.	11	Earl Griffith	$ 50.00
		Ben Miller	87.11
		R. H. Davidson	28.85
		Frank Woody	98.60
		R. N. Summitt	114.01
	15	Ethelyn Logan	37.00
	18	A. H. Carrell	16.71
		Joe Hilsenkopf	16.51
	19	Earl Griffith	85.00
		Henry Weir	35.65
		Guy Angstead	36.75
	21	H. O. Blevins	5.00
		Ernest Stubbs	5.00
		R. H. Davidson	5.00
		J. K. Whitney	10.00
		Joe Caputo	8.97
		Harry Simonsen	8.72
	22	G. A. Lockhart	35.99
		Roy Kerwood	32.49
		C. Marshall	30.74
		Earl Griffith	434.43
	23	Roy Shurte	8.31
		J. H. Finch	5.00
	24	Henry Weir	8.67
	23	Bill Morton	62.70
		R. N. Summitt	291.70
	21	Art Wood	14.30
	23	J. H. Finch	5.00
	24	Chas. Tatone	5.00
		Logan Construction Co.	400.00
	12	H. O. Blevins	34.83
		Joe Hilsenkopf	23.48
		Chas. Tatone	52.19
		L. R. Kauffman	50.00
		L. R. Kauffman	238.05
		J. E. Fuson	32.72
	11	Joe Tatone	26.63
		E. Stubbs	30.26
		Jack Simpson	34.66
		Lloyd P. Mayer	36.83
	12	Ray Kauffman	105.95
	11	Colyear Motor Sales Co.	23.40
		M. Fuson	52.37
		E. Logan	75.00
	12	J. U. Aplet	94.33
	11	R. Daughty	34.56
		R. C. Henry	89.00
		J. H. Finch	15.32
	14	Alfred Hauglum	27.00
		A. H. Carrell	13.94
		C. Ingram	34.77
		William J. Ingram	6.95
		Henry Weir	4.98
		Chas. Cladek	143.03
		Marion Kauffman	30.05
		L. Spagle	69.08

Date 1933		Name	Amount
Aug.	15	International Harvester Co.	
		Joseph Lang	$ 2.95
		Roy Shurte	200.00
	16	Colyear Motor Sales Co.	5.00
	17	Standard Oil Co. of California	23.00
		Greenwood Truck Line	52.24
		Geo. Williams	16.65
		Curtis Pillow	3.98
		J. E. Fuson	3.98
		Marvin Fuson	10.00
		J. H. Finch	25.00
		E. L. Izer	25.00
		Jack Simpson	32.14
	15	Chas. Tatone	10.00
	11	W. B. Morgan	10.00
		Total	$5,395.74

That in each and every instance the funds supplied the Logan Construction Company were actually applied by the said Logan Construction Company to the payment of the aforesaid claims in the above schedule set forth; were thereupon duly and regularly assigned to Ladd & Bush, and that Ladd & Bush is now the owner and holder thereof.

Roy Nelson

Subscribed and sworn to before me this 25th day of May, 1934.

Notary Public for Oregon
My Commission [illegible]

#1473

31l

May 7, 1934

Mrs. R. S. Smith
Sandy, Oregon

Dear Madam:

It has been brought to my attention that you called at this office on Saturday afternoon, May 5, with regards to your claim against Logan Construction Company, being for labor and material furnished that company in the amount of $91.99 in connection with contract No. 1473 for the furnishing of rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

If you are unable to secure any satisfaction from the contractor or the surety on his bond, your recourse is then through the courts. Final payment has not yet been made to this contractor. We are retaining an amount in excess of $3,000.

I believe that I previously have informed you the name of the bonding company that wrote the bond in connection with this contract, however, I might reiterate that it was the New Amdterdam Casualty Company for whom Seeley & Co. are agents, with offices in the Board of Trade Building, Portland.

Very truly yours

Secretary

HBG:jn

May 7, 1934

Mr. Glaisyer:

Miss Riggs says that Saturday P. M. Mrs. R. S. Smith, Sandy, called in regard to their claim in amount $91.95 for labor and material against Logan Construction Co. on Cont. #1473 - Sandy-Twin Bridges Section in Clackamas County. She wanted to know if final payment had been made and what action they could take to collect the amount due.

The claim was filed thru the Secretary of State on Jan, 10, 1934 and is for parts and labor on trucks. They have no chance of collecting as I understand that Surety Companies do not pay for repairs to equipment. We are holding Semi-final in amt. $ 2,210.80 and Final in amt. $1,068.11. The claim was filed by R. S. Smith.

J. McF

April 6, 1934

Logan Construction Company
Arlington
Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1473 was considered at the meeting of the State Highway Commission on January 16, 1934, and the following action was taken:

> "A letter was presented from Logan Construction Company requesting an extension of time from July 31, 1933 to August 25, 1933 in which to complete its contract No. 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The Engineer advised that the State has incurred very little extra expense for engineering because of the contractor's delay; also, that the traveling public has not been inconvenienced; wherefore, he recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote."

Very truly yours,

Secretary

AJ

cc Mr. Chandler
cc Ralph King

3 dl

April 6, 1934

McCamant, Thompson & King
American Bank Building
Portland, Oregon

Attention of Mr. Ralph H. King

Gentlemen: Your File No: Claim #1473

Responding to your request of February 24 I am enclosing extract from minutes of the State Highway Commission's meeting held on January 18, 1934, relating to extension of time on the contract of Logan Construction Company.

These minutes were approved the other day by the Commission.

Very truly yours,

Secretary

AJ

February 26, 1934

McCamant, Thompson & King
American Bank Building
Portland, Oregon

Attention of Mr. Ralph H. King

Gentlemen:

Replying to your letter of February 24 regarding extension of time on Logan Construction Company's contract for the furnishing of rock for the Sandy Twin Bridges Section of the Mt. Hood Highway in Clackamas County, wish to say that this extension has not as yet been approved by the Commission.

Shall be pleased to send you a copy thereof as soon as it has been approved.

Very truly yours

Secretary

HBG:AJ

McCAMANT, THOMPSON & KING

ATTORNEYS AND COUNSELORS AT LAW

WALLACE McCAMANT
W LAIR THOMPSON
RALPH H. KING

BORDEN WOOD
LYNDON L. MYERS

SUITE 926-931
AMERICAN BANK BUILDING
PORTLAND, OREGON

SUBJECT Claim #1473 Logan Construction Company-Sandy Twin Ridges Section.

February 24, 1934

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

In your letter of February 10th you mention that you would send a copy of the minutes regarding the extension of time on the above contract as soon as the same had been approved.

We write now in regard to whether the minutes have been approved and if so, if we can have a copy thereof.

Very truly yours,

McCAMANT, THOMPSON & KING

By Ralph H King

K/G

3 dl

March 26, 1934

McCamant, Thompson & King
Attorneys at Law
American Bank Building
Portland, Oregon

Gentlemen:

Attention Mr. Ralph King.

In conformance with your request I am inclosing an excerpt from the minutes of the State Highway Commission dated January 18, 1934, relating to the request of Logan Construction Company for extension of time in which to complete state highway contract number 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

I regret that there has been some delay in sending you this copy.

Very truly yours

Secretary

HBG:jn

Excerpt from the minutes of the meeting of the
State Highway Commission held in Portland, Oregon
on January 18, 1934.

"A letter was presented from Logan Construction Company requesting an extension of time from July 31, 1933 to August 25, 1933 in which to complete its contract No. 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The Engineer advised that the State has incurred very little extra expense for engineering because of the contractor's delay; also, that the traveling public has not been inconvenienced; wherefore, he recommended that the extension requested be granted without penalty. The Engineer's recommendation was approved by the Commission by unanimous vote."

#1473

3 dl

March 5, 1934

New Amsterdam Casualty Company
Seeley & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Snell & Lemon for labor and materials furnished to Logan Construction Company in the sum of $24.04 in connection with state highway contracts No. 1473 for the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, and No. 1424 for the grade widening of the Albany-Tangent Section of the Pacific Highway in Linn County.

This information is being given to you inasmuch as you appear as surety on the bond furnished by the contractor in the above contracts.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Logan Construction Co.
Arlington, Oregon

March 5, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of March 2 inclosing three copies of a notice of claim filed in your office by Snell & Lemon for labor and materials performed and furnished in the sum of $24.04 in connection with state highway contracts No. 1473 and No. 1424 awarded to Logan Construction Company for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County and grade widening of the Albany-Tangent Section of the Pacific Highway in Linn County, respectively.

As is our usual practice, we are today notifying the contractor and his surety of the existence of such claim and forwarding copy of the notice filed in your office for their information.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

1424
1470

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

[illegible] MAR 3 1934

March 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Snell & Lemon for $24.04 against the bond taken from Logan Brothers Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on State Highway contracts Nos. 1424 and 1473.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

COPY

SNELL AND LEMON
Arlington, Oregon

February 21, 1934

To the Secretary of State for the State of Oregon
Salem, Oregon

Notice is hereby given that the undersigned, Snell and Lemon, has a claim for labor and materials performed and furnished in the sum of $24.04 against the bond taken from the New Amsterdam Casualty Company for Logan Bros. Construction Company for the work of said company in widening grade and furnishing crushed rock. Approved by the Commission 8-24-33 and 12-6-33. Conts. 1424-1473.

SNELL AND LEMON

By T. O. Yates, (signed)
Manager

Endorsed:
File No. 2408
Filed February 23, 1934
P. J. STADELMAN, Secretary of State

#1473

3 dl

January 20, 1934

Mr. Ralph King
c/o McCamant, Thompson & King
926 American Bank Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 15 enclosing notice of claim of Howard-Cooper Corporation against Logan Construction Company in connection with State Highway Contract No. 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of Mt. Hood Highway in Clackamas County; also, affidavit of D. I. Cooper with reference to the claim.

As requested, we are sending to McCamant, Thompson & King, attention of Mr. Wood, a certified copy of the contract and bond in connection with the above-described project.

Very truly yours

Secretary

AJ

Portland, Oregon

January 15, 1934

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

On behalf of Howard-Cooper Corporation, I am forwarding the affidavit of D. I. Cooper, its President, as to its claim against Logan Construction Company on contract No. 1473 with you, Mount Hood Highway, and the bond securing the contract executed by New Amsterdam Casualty Company under date of April 28, 1933.

Please send the copy of the contract and copy of the bond to Messrs. McCamant, Thompson & King, attention Mr. Wood. They are located at 926 American Bank Building, Portland, Oregon.

Yours very truly,

Ralph H King

January 15, 1934.

To the State of Oregon,
Hal Hoss, Secretary of State
of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice is hereby given that Howard-Cooper Corporation has a claim for goods, wares, merchandise, materials and service consisting of rental of rock crusher, in the sum of $525.00 against the bond given by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, for the work of furnishing crushed rock on the Sandy Twin-Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

HOWARD-COOPER CORPORATION

By
President

State of Oregon)
) ss
County of Multnomah)

I, D L Cooper, being first duly sworn depose and say that I am now, and at all the times hereinafter mentioned was, President of Howard-Cooper Corporation, a corporation organized and existing under and by virtue of the laws of the State of Oregon.

That heretofore the State of Oregon, through the State Highway Commission of the State of Oregon, entered into contract No. 1473 with Logan Construction Company, an Oregon corporation, providing for certain rock crushing and trucking work in the Sandy Twin-Bridges section of the Mt. Hood Highway in the State of Oregon; that for the purpose of securing the performance of said contract, said Logan Construction Company, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, under date of April 28, 1933, made and executed the statutory bond provided in Chapter 280, General Laws of Oregon for 1931.

That between the dates of June 1, 1933 and August 25, 1933, at the special instance and request of Logan Construction Company and of J. S. Risley, subcontractor under said Logan Construction Company, Howard-Cooper Corporation furnished and rented to said J. S. Risley a certain rock crusher and rock crushing equipment, and that there remains due on account of the rental thereof the sum of $525.00.

That the said rock crusher and rock crushing equipment were furnished for the performance of the work provided in the aforesaid contract, and were so used by the said Logan Construction Company and J. S. Risley.

That this affidavit is made on behalf of said Howard-Cooper Corporation, for the purpose of being furnished with a certified copy of said contract and of said bond.

D L Cooper

Subscribed and sworn to before
me this 15th day of January, 1934.

Blanche Timmerman
Notary Public for Oregon
My commission expires Sept 9 - 36

#1473

3dl

January 20, 1934

Mr. J. S. Risley
c/o Messrs. McCamant, Thompson & King
926 American Bank Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of January 15 enclosing notice of your claim against Logan Construction Company in connection with State Highway Contract No. 1473 for furnishing crushed rock for the Sandy-Twin Bridges Section of Mt. Hood Highway in Clackamas County; also affidavit with reference to your claim.

As requested by your affidavit, we are sending you by express a certified copy of the contract and bond in connection with the above-described project.

Very truly yours

Secretary

AJ

Portland, Oregon
January 15, 1934.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Herewith is my affidavit with reference to my claim against Logan Construction Co. on its contract No. 1473 with you and its bond securing the contract executed by New Amsterdam Casualty Company under date of April 28, 1933.

Please send the copy of the contract and copy of the bond to Messrs. McCamant, Thompson and King, attention Mr. Wood. Theyare located at 926 American Bank Building, Portland, Oregon.

Yours very truly,

J. L. Riley

January 15, 1934.

To the State of Oregon,
Hal Hoss, Secretary of State
of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, J. S. Risley, has a claim for goods, wares, merchandise and materials consisting of crushed rock and services performed in crushing the same, in the sum of $2069.74 against the bond given by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York Corporation, as surety, for the work of furnishing crushed rock on the Sandy Twin-Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

J S Risley

State of Oregon)
County of Multnomah) ss

I, J. S. RISLEY, being first duly sworn depose and say:

That heretofore the State of Oregon, through the State Highway Commission of the State of Oregon, entered into contract No. 1473 with Logan Construction Co., an Oregon corporation, providing for certain rock crushing work on the Sandy Twin-Bridges Section of the Mt. Hood Highway; that for the purpose of securing the performance of said contract said Logan Construction Co. as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, under date of April 28, 1933, made and executed the statutory bond provided in Chapter 280, General Laws of Oregon for 1931;

That between the dates of June 12, 1933 and August 25, 1933, at the special instance and request of Logan Construction Co., I J. S. Risley furnished goods, wares, merchandise and labor consisting of crushing rock and crushed rock to the said Logan Construction Co., of the reasonable agreed value of $9,878.07; that said Logan Construction Co. has paid on account thereof the sum of $7,813.33 and that there is now due and owing to me on account thereof the sum of $2,069.74;

That the labor so furnished by me and the materials so furnished by me were furnished for the prosecution of said work and were used and consumed therein.

That I make this affidavit for the purpose of being furnished with a certified copy of said contract and said bond.

J. J. Riley

SUBSCRIBED and sworn to before me this 15th day of January, 1934.

Blanche Timmerman
Notary Public for Oregon
My commission expires Sept 9 - 36

#1473

3 dl

January 20, 1934.

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your letter of January 18th with attached copies of notice of claim filed by the Howard Cooper Corporation against the bond taken from Logan Construction Company in connection with contract No. 1473 which covers the furnishing of crushed rock on the Sandy-Twin bridges Section of the Mt. Hood Highway in Clackamas County.

In accordance with our usual practice we are today sending copies of this notice to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

hbg:mc

January 20, 1934

New Amsterdam Casualty Co.
Seeley & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Howard-Cooper Corporation against the bond taken from the Logan Construction Company in connection with contract No. 1473 covering the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. This claim amounts to $525.00 and represents rental on a rock crusher.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Logan ConstructionCo.
Arlington, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN [illegible]

January 18, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Howard-Cooper Corporation for materials furnished in the amount of $525.00 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway, State Highway contract No. 1473.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E. Hoss

Secretary of State

HM
encs. 3

COPY

January 15, 1934.

To the State of Oregon,
Hal Hoss, Secretary of State
of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice is hereby given that Howard-Cooper Corporation has a claim for goods, wares, merchandise, materials and service consisting of rental of rock crusher, in the sum of $525.00 against the bond taken by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, for the work of furnishing crushed rock on the Sandy Twin-Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1475 with the State Highway Commission of the State of Oregon.

HOWARD-COOPER CORPORATION

By D. I. Cooper
President

Endorsed: File No. 2390
Filed January 18, 1934
HAL E. HOSS,
Secretary of State

#1473

3 dl

January 20, 1934

Hal E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

Acknowledgment is made of the receipt of your communication of January 18th with enclosed copies of notice of claim filed by J. S. Risley against the bond taken from the Logan Construction Company in connection with State Highway Contract No. 1473 which was awarded to the Logan Construction Company for furnishing crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway.

In accordance with our usual practice we are today sending copies of this notice of claim to the surety and the contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBC:MC

HAL E. HOSS

January 20, 1934.

New Amsterdam Casualty Co.
Seeley & Company
Board of Trade Bldg.,
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by J. S. Risley against the bond taken from the Logan Construction Company in connection with contract No. 1473 which covers the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. This claim represents materials furnished and amounts to $2069.74.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - LoganConstruction Co.
Arlington, Oregon

[illegible]

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 18, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by J. S. Risley for materials furnished in the sum of $2069.74 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Co pany, surety, for work on the Sandy-Twin Bridges Section of the Mt.Hood Highway, contract No. 1473.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

January 15, 1934.

To the State of Oregon,
Hal Hoss, Secretary of State
of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Notice is hereby given that the undersigned, J. S. Risley, has a claim for goods, wares, merchandise and materials consisting of crushed rock and services performed in crushing the same, in the sum of $2069.74 against the bond given by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York Corporation, as surety, for the work of furnishing crushed rock on the Sandy Twin-Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

J. S. RISLEY

Endorsed: File No. 2391
Filed January 18, 1934
HAL E. HOSS,
Secretary of State

#1473

3 dl

January 13, 1934

Logan Construction Company
c/o McCamant, Thompson & King
Attorneys and Counselors at Law
American Bank Building
Portland, Oregon

Gentlemen:

This acknowledges receipt of your letter of January 12 in which you make application for an extension of time in order to complete the contract awarded to you by the State Highway Commission for furnishing rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, being State Highway Contract No. 1473.

We note that the New Amsterdam Casualty Company, surety on the bond, consents to this extension.

This request is now being presented to the Engineer for his recommendation which we hope to be able to present to the Commission for consideration at the next meeting, following which we will advise you of the action taken.

Very truly yours

Secretary

HBG:AJ

cc McCamant, Thompson & King, Lawyers
American Bank Building
Portland, Oregon

Attention of Mr. Ralph H. King

McCAMANT, THOMPSON & KING

ATTORNEYS AND COUNSELORS AT LAW

WALLACE McCAMANT
W. LAIR THOMPSON
RALPH H. KING

BORDEN WOOD
LYNDON L. MYERS

SUITE 926-931
AMERICAN BANK BUILDING
PORTLAND, OREGON

SUBJECT

January 12, 1934.

Oregon State Highway Commission,
Salem,
Oregon.

Attention Mr. Glayser

Gentlemen:

We are enclosing herewith application of Logan Construction Co. for extension of time on contract No. 1473, Sandy Twin-Bridges Section Mt. Hood Highway, which said request for extension is joined in and consented to by New Amsterdam Casualty Company.

Kindly acknowledge receipt of this request, directing same to Logan Construction Co., in care of this office.

Yours very truly,

McCAMANT, THOMPSON AND KING

By Ralph H King

RHK:mm

#1473

3 dl

January 11, 1936

Honorable Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This acknowledges receipt of your letter of January 8 enclosing three copies of a notice of claim filed in your office by R. S. Smith in the amount of $91.95 for labor and material furnished the Logan Construction Company in connection with state highway contract No. 1473 for furnishing crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

As is our usual practice, we are today forwarding one copy of said notice to the contractor and one to the surety on the contractor's bond.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG
jn

January 11, 1934

New Amsterdam Casualty Company
Seeley & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by R. S. Smith, in the amount of $91.95 for labor and materials furnished to Logan Construction Company in connection with the furnishing of crushed rock on the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackamas County under state highway contract No. 1473.

This information is given you inasmuch as you appear as surety on the bond furnished by the contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Logan Construction Company
Arlington, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JAN 10 1934
[illegible] COMMISSION

January 8, 1934

Oregon State Highway Commission
Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by R.S. Smith for $91.95 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin bridges section of the Mt. Hood Loop Highway, contract No. 1473.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

FORD

Cars Trucks Tractors

R. S. Smith
Sandy, Oregon

1-5-34

To Hal E. Hoss
Sec. of State, Salem, Oregon.

Notice hereby is given that the undersigned R. S. Smith has a claim for labor and materials on gravel trucks in the sum of $89.93/100 (Eighty nine dollars and 93/100) plus interest at the rate of 6% - $2.02/100 Total $91.95/100 against the bond taken from the New Amsterdam Casualty Company, Seeley and Co. agents against Logan Construction Company for labor and materials furnished in connection with their contract No. 1473 covering the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Loop Highway.

R. S. SMITH

Endorsed: File No. 2385
Filed January 8, 1934
HAL E. HOSS,
Secretary of State

#1873
[illegible]
3 dl

January 5, 1934

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Acknowledgment is made of the receipt of your letter of January 2 enclosing copies of notice of claim filed by Beaton & Brandes Lumber Company against Logan Construction Company to whom the State Highway Commission awarded the contract for the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

We are today forwarding copies of the notice to the contractor and its surety.

Very truly yours

Secretary

AJ

Hal E. Hoss

January 5, 1934

New Amsterdam Casualty Co.
c/o Seeley & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Attached is copy of notice of claim filed with the Secretary of State by Deaton & Brandes Lumber Company against Logan Construction Company to whom the Commission awarded the contract for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway.

It is for $154.11 for materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Logan Construction Co.
Arlington, Oregon

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 2, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Deaton & Brandes Lumber Co. Inc. of Cherryville, Oregon, for materials furnished in the amount of $154.11 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway, contract No. 1473.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 3

Portland, Oregon
December 27, 1933.

To the State of Oregon,
Hall Hoss, Secretary of State of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

NOTICE is hereby given that the undersigned DEATON & BRANDES LUMBER CO., INC., an Oregon corporation, has a claim for goods, wares, merchandise and materials furnished, consisting of lumber, hardware and building supplies, in the sum of $154.11 against the bond given and executed by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

DEATON & BRANDES LUMBER CO., INC.

By M. A. DEATON
Secretary.

Endorsed: File No. 2378
Filed January 2, 1934
HAL E. HOSS,
Secretary of State

#1473

3 dl

January 2, 1934

Deaton & Brandes Lumber Co. Inc.,
Portland
Oregon

Gentlemen:

We are in receipt of your affidavit, and notice of claim against Logan Construction Company in connection with its contract for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

In accordance with your request, we are mailing you under separate cover a copy of the above-described contract, duly certified, being State Highway Contract No. 1473.

Very truly yours

Secretary

AJ

January 2, 1934

New Amsterdam Casualty Company
c/o Seeley & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received notice of claim from Denton & Brandes Lumber Co., Inc. against Logan Construction Company to whom the State Highway Commission awarded the contract for the furnishing of crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

It is in the amount of $154.11 and is for lumber, etc. furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Logan Construction Co.
Arlington, Oregon

Portland, Oregon
December 27, 1933.

To the State of Oregon,
Hall Hoss, Secretary of State of the State of Oregon,
Oregon State Highway Commission,
Salem, Oregon.

NOTICE is hereby given that the undersigned DEATON & BRANDES LUMBER CO., INC., an Oregon corporation, has a claim for goods, wares, merchandise and materials furnished, consisting of lumber, hardware and building supplies, in the sum of $154.11 against the bond given and executed by Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

DEATON & BRANDES LUMBER CO., INC.

By ______________________
Secretary.

Portland, Oregon
December 27, 1933.

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:

Herewith the affidavit of M. A. Deaton, Secretary of the undersigned, Deaton & Brandes Lumber Co., Inc., with reference to its claim against Logan Construction Company, its subcontractor, J. S. Risley, its contract No. 1473 with you, and its bond securing the contract executed by New Amsterdam Casualty Company under date of April 28, 1933.

Please forward the copy of the contract and copy of the bond to Messrs. McCamant, Thompson & King, 926 American Bank Building, Portland, Oregon, attention Mr. Borden Wood.

Very truly yours,

DEATON & BRANDES LUMBER CO., INC.

By ____________________
Secretary.

State of Oregon)
) ss
County of Multnomah)

I, M. A. Deaton, being first duly sworn, depose and say that I am now, and during all of the times hereinafter mentione was, Secretary of Deaton & Brandes Lumber Co., Inc., a corporation organized and existing under the laws of the State of Oregon.

That heretofore the State of Oregon, through the State Highway Commission of the State of Oregon, entered into contract No. 1473 with Logan Construction Company, an Oregon corporation, providing for certain rock crushing and trucking work in the Sandy-Twin Bridges section of the Mt. Hood Highway in the State of Oregon; that for the purpose of securing the performance of said contract, said Logan Construction Company, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, under date of April 28, 1933, made and executed the statutory bond provided in Chapter 280, General Laws of Oregon for 1931.

That between the dates of May 18, 1933 and July 29, 1933, at the special instance and request of said Logan Construction Company and of J. S. Risley, subcontractor under said Logan Construction Company, Deaton & Brandes Lumber Co., Inc. sold, furnished and delivered to said Logan Construction Company and to said J. S. Risley certain goods, wares, merchandise and materials, consisting of lumber, hardware and building supplies, of the reasonable and agreed value of $253.11, and that no part thereof has been paid except $99.00, and that there remains due therein the sum of $154.11.

That said materials were so furnished for the prosecution of said work, and were used and consumed therein.

JAN 2 - 19
OREGON

That this affidavit is made on behalf of said Deaton & Brandes Lumber Co., Inc., for the purpose of being furnished with a certified copy of said contract and of said bond.

Subscribed and sworn to before
me this 27th day of December, 1933.

Blanche Zimmerman
Notary Public for Oregon
My commission expires Sept. 9, 1936

#1473

3 dl

December 30, 1933

New Amsterdam Casualty Company
C/o Seeley & Company
Board of Trade Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a letter received from R. S. Smith of Sandy in which he states he has a claim amounting to $80.93 against the Logan Construction Company for materials and supplies furnished that firm in connection with State Highway Contract No. 1473 which was awarded to the Logan Construction Company for furnishing crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

MBG:MC Secretary

cc - Logan Construction Co.
Arlington, Oregon

December 30, 1933

Mr. R. S. Smith
Sandy, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of December 28th in which you advise us of your claim amounting to $89.93 against Logan Construction Company for materials and supplies furnished in connection with their contract No. 1473 covering the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway.

We offer to you, for the protection of your claim, the bond furnished by the contractor in connection with this project. This bond was written by the New Amsterdam Casualty Company for whom Sealey & Company are the Resident Agents with offices in the Board of Trade Building, Portland. Would suggest that you take up the matter of your claim with the bonding company. Would also suggest that you file notice of your claim with the Secretary of State in conformance with Chapter 280, Oregon Laws of 1931, a mimeographed copy of which is enclosed for your information.

In accordance with our usual practice we are today notifying the surety company and the contractor of the existence of your claim.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

Ford

CARS
TRUCKS
TRACTORS

R. S. SMITH
SANDY, OREGON

12-28-33

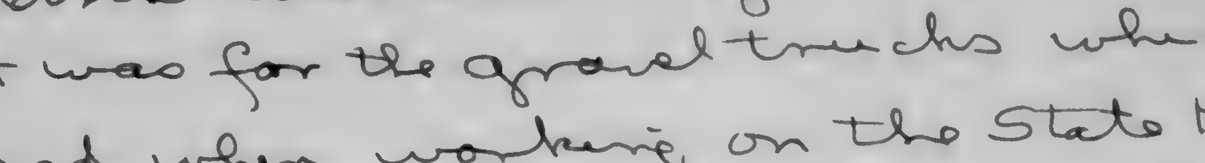
RECEIVED
DEC 30 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Dept. of Oregon
Salem. Oregon.

Gentlemen:-

During the months of July and Aug. I furnished material and supplies to the Logan Construction Company whose address was then Brightwood. Or. It was for the gravel trucks which they used when working on the State Highway. they took the bills before they left here as they said they wanted to pay them so they could get their pay from the State. They have made no attempt to pay me at all so I am writing you to ask what is to be done so I can get my money. The account is from 7-8-33 to 8-13-33 and is $\$89^{\underline{93}}$ without interest. Thanking you for any early reply.

R. S. Smith
Sandy. Or.



~~#3~~
3dl

December 2, 1933

Howard-Cooper Corporation,
East 2nd Street & Hawthorne Ave.,
Portland, Oregon.

Attention: D. I. Cooper.

Gentlemen:

Receipt is acknowledged of your letter of December 1st concerning the Logan Construction Company.

Please be advised that the above firm had Contract No. 1473 for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The bond furnished in connection with the contract was written by the New Amsterdam Casualty Company for whom Seeley & Company who have offices in the Board of Trade Building, Portland, are resident agents. The contract was completed on August25th, 1933, and has not yet been accepted.

Very truly yours,

Secretary.

Dict. by J. McFarland.

ROY E. NELSON, VICE PRES E. C. LUNDQUIST, SECY-TREAS

HOWARD COOPER
CORPORATION
MAIN OFFICE AND WAREHOUSE
EAST 3RD ST AND HAWTHORNE AVE
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
BOISE, IDAHO
SEATTLE, WASH.
SPOKANE, WASH

December 1, 1933

[illegible] - 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Please write us giving the official name and number of the contract with the State Highway Department and Logan Construction Company, Inc. on a contract either on or near the Mt. Hood Loop Road. This contract was given to Logan Construction Company about May or June of this year. Please give us also the date of completion and acceptance of same.

Thanking you for this courtesy, we are

Very truly yours,

HOWARD-COOPER CORPORATION

President

D. I. Cooper
J

#1473

3dl

November 23, 1933

New Amsterdam Casualty Company
Seeley & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by T. F. Haberlack, doing business as Oregon-Washington Powder Company, for materials furnished in the amount of $726.91 to the Logan Construction Company in connection with the furnishing of maintenance materials on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, state highway contract No. 1473.

This copy is mailed to you inasmuch as you appear as surety on the bond furnished by the above contractor.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jm

c.c. to
Logan Construction Co.
Arlington, Oregon

November 25, 1933

Honorable Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This will acknowledge receipt of your letter of November 21 inclosing three copies of a notice of claim filed in your office by W. F. Haberlack, doing business as Oregon-Washington Powder Company, against the Logan Construction Company for materials furnished in the amount of $726.91 in connection with the maintenance materials furnished by said Logan Construction Company on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, state highway contract No. 1473.

In accordance with our usual custom, we are today notifying the contractor and his surety of the existence of this claim.

Yours very truly
STATE HIGHWAY COMMISSION

Secretary

jn

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 22 1933
OREGON
STATE HIGHWAY COMMISSION

November 21, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed three copies of a notice of claim by W. F. Haberlack, doing business as Oregon-Washington Powder Company, for materials furnished in the amount of $726.91 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway, contract No. 1473, which was received from McCamant, Thompson & King, Attorneys, Portland, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

Portland, Oregon
November 20, 1933

To the State of Oregon
Hal Hoss, Secretary of State
of the State of Oregon
Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Notice hereby is given that the undersigned, W. F. Haberlack, doing business under the assumed business name, style and designation of Oregon-Washington Powder Co., has a claim for goods, wares, merchandise and materials furnished, consisting of blasting powder, stump bags, blasting caps, fuses, wire and tape, in the sum of $726.91 against the bond taken from Logan Construction Company, an Oregon corporation, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, for the work of road grading on the Sandy-Twin Bridges Section of the Mt. Hood Highway in the State of Oregon, under contract No. 1473 with the State Highway Commission of the State of Oregon.

W. F. HABERLACK
Doing business under the assumed business name, style and designation of Oregon-Washington Powder Co.

Endorsed: File No. 2356
Filed November 21, 1933
HAL E. HOSS,
Secretary of State

3dl #1473

November 21, 1933

New Amsterdam Casualty Company
Seeley & Co., Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by the Standard Oil Company of California for materials furnished in the amount of $2907.63 to the Logan Construction Company in connection with state highway contract No. 1473 for the furnishing of maintenance materials on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

This copy is being mailed to you inasmuch as you appear as surety on the bond furnished by the contractor in this instance.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. [illegible] Construction Company

November 21, 1933

Honorable Hal E. Hoss
Secretary of State
Capitol Building

Dear Sir:

Acknowledgment is made of the receipt of notice of claim forwarded with your letter of November 20, which notice was filed in your office by the Standard Oil Company of California for materials furnished in the amount of $2907.68 against the Logan Construction Company in connection with state highway contract No. 1473 for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

As is our usual custom, we are today forwarding one copy of such notice to the contractor and one copy to the surety.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

RBG:
jn

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
NOV 21 1933
OREGON
STATE HIGHWAY COMMISSION

November 20, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information, three copies of a notice of claim by Standard Oil Company of California for materials furnished in the amount of $2907.68 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges Section of the Mt. Hood Highway, contract No. 1473, which notice was filed in this office on November 18th.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

To HONORABLE HAL E. HOSS, Secretary of State of the
State of Oregon, and to THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Standard Oil Company of California, has a claim for goods, wares and merchandise, consisting of petroleum products, in the sum of $2,907.68, against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, in connection with the furnishing of crushed rock for the road known as Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, Oregon, being Oregon State Highway Contract No. 1475.

Dated at Portland, Oregon, November 16, 1933.

STANDARD OIL COMPANY OF CALIFORNIA
By W. L. MUNCY
District Sales Manager

Endorsed: File No. 2555
Filed November 18, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
NOV 21 1933

#1473

3 dl

November 21, 1933

New Amsterdam Casualty Company
Seeley & Co. Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received information of the claim of W. F. Haberlach of the Oregon-Washington Powder Company against J. J. Risley, subcontractor under the Logan Construction Company to whom the State Highway Commission awarded contract No. 1473 for the furnishing of maintenance materials on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. Such claim is purported to be in the sum of $726.91 for blasting powder, stump bags, blasting caps, fuses, wire and tape furnished in connection with this work.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

c.c. Logan Construction Company
Arlington, Oregon

November 21, 1933

Messrs. McCamant, Thompson _ King
926 American Bank Building
Portland, Oregon

Attention Mr. Borden Wood

Gentlemen:

In accordance with the request of W. F. Haberlach of the Oregon-Washington Powder Company, under date of November 20, and the affidavit filed by him, we are today forwarding by express a certified copy of the contract and bond furnished by the Logan Construction Company in connection with the maintenance material furnished on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, state highway contract No. 1473.

This is in connection with his claim against J. J. Risley, subcontractor under said Logan Construction Company, for blasting powder, stump bags, blasting caps, fuses, wire and tape furnished in the amount of $726.91.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

Portland, Oregon
November 20, 1933

Oregon State Highway Commission
State House
Salem, Oregon

Gentlemen:

Herewith my affidavit with reference to my claim against Logan Construction Company, its subcontractor, J. J. Risley, its contract No. 1473 with you, and its bond securing the contract, executed by New Amsterdam Casualty Company under date of April 28, 1933.

Please send the copy of the contract and the copy of the bond to Messrs. McCamant, Thompson & King, 926 American Bank Building, Portland, Oregon, attention Mr. Borden Wood.

Yours very truly,

W. F. Hahnlach
Doing business under the name
Oregon-Washington Powder Co.

STATE OF OREGON)
ss
County of Multnomah)

I, W. F. Haberlack, being first duly sworn, depose and say that I am now and during all of the times hereinafter mentioned, was doing business under the assumed business name, style and designation of Oregon-Washington Powder Co.

That heretofore the State of Oregon through the State Highway Commission of the State of Oregon entered into contract No. 1473 with Logan Construction Company, an Oregon corporation, providing for certain road grading work on the Sandy-Twin Bridges section of the Mt. Hood Highway in the State of Oregon; that for the purpose of securing the performance of said contract, said Logan Construction Company, as principal, and New Amsterdam Casualty Company, a New York corporation, as surety, under date of April 28, 1933, made and executed the statutory bond provided in Chapter 280, General Laws of Oregon for 1931.

That between the dates of July 1, 1933 and July 11, 1933, at the special instance and request of Logan Construction Company and of J. J. Risley, subcontractor under said Logan Construction Company, I, while doing business as aforesaid, sold, furnished and delivered to Logan Construction Company and to the said J. J. Risley certain goods, wares, merchandise and materials, consisting of blasting powder, stump bags, blasting caps, fuses, wire and tape of the reasonable agreed value of $726.91, no part of which has been paid.

That said materials were so furnished for the prosecution of said work, and were used and consumed therein and that payment for the same has not been made.

That I make this affidavit for the purpose of being furnished with a certified copy of said contract and of said bond.

W. F. Habulach

SUBSCRIBED and sworn to before me this 20th day of November, 1933.

Borden Wood

Notary Public for Oregon
My commission expires:- Nov. 14, 1934.

#1473

3 dl

November 14, 1923

Logan Brothers,
Arlington, Oregon.

Gentlemen:

Reference is made to our letter of August 30th requesting an application for an extension of time to August 30th on your contract No. 1473 - Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

Will you kindly furnish us with your application for an extension of time to August 30th on the above contract and secure the written consent of your surety to accompany the application.

For your information we wish to advise that final payment will not be made on this contract until the proper application for an extension of time has been filed with the consent of surety attached.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.

#1473

3 dl

October 25, 1933

New Amsterdam Casualty Company
% Sealey & Company, Agents,
Board of Trade Building
Portland, Oregon

Gentlemen:

We hand you copy of notice of claim filed with the Secretary of State by State Industrial Accident Commission against Logan Construction Company in connection with its contract for the furnishing of rock for the Sandy-Twin Bridges of the Mt. Hood Highway in Clackamas County.

The claim is in the sum of $444.52 and is for contributions due the Accident Fund.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

AJ

cc Logan Brothers
Arlington, Oregon

October 25, 1933

Hon. Hal E. Hoss
Secretary of State
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your letter of October 23 enclosing copies of notice of claim filed by Industrial Accident Commission against Logan Construction Company in connection with its contract for the furnishing of rock for the Sandy-[illegible] Bridges of the Mt. Hood Highway in Clackamas County.

Copies of the notice are being sent to the contractor and its surety.

Very truly yours

Secretary

AJ

COPY

Salem, Oregon,
October 20th, 1933.

To - STATE OF OREGON

Hon. Hal E. Hoss,
Secretary of State:

Notice is hereby given that the undersigned, State Industrial Accident Commission, has a claim for contributions due the Accident Fund, in the sum of $444.32, against the bond taken from the Logan Construction Co. Inc. and the New Amsterdam Casualty Company, Seely & Co., Agents, Board of Trade Building, Portland, Oregon, for the work in connection with the Sandy-Twin Bridges section of the Mt. Hood Highway, State Highway Contract No. 1473.

STATE INDUSTRIAL ACCIDENT COMMISSION

By RALPH H. CAMPBELL

Attorney.

Endorsed: File No. 2333
Filed October 21, 1933
HAL E. HOSS,
Secretary of State

RECEIVED
OCT 21 1933

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 24 1933
OREGON
STATE HIGHWAY COMMISSION

October 23, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim for contributions due the State Industrial Accident Commission in the amount of $444.32 against the bond taken from Logan Construction Company, principal, and New Amsterdam Casualty Company, surety, for work on the Sandy-Twin Bridges section of the Mt. Hood Highway, contract No. 1473.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM

#1473
3dl

October 2, 1933

New [illegible]terdam Casualty Company,
Seele[illegible] Company, Agents,
Board [illegible] Trade Bldg.,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1473 for the construction of the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County has been completed by the contractors, Logan Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 12, 1933.

The State has been advised of the following claims against this contract:

Charles Clad[illegible] $306.66 for labor.
Firestone Tir[illegible] Rubber Company, for material, amount not stated.
Attachment by J. S. McKee for payment of money.
Attachment by Loggers & Contractors Machinery Co. $200.00.

You are advised that the State assumes no responsibility for the above claims or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with the contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,497.82 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1473

3 dl

September 26, 1933

Mr. Robert R. Rankin,
Attorney at Law,
1310 Yeon Bldg.,
Portland, Oregon.

Dear Sir:

In response to your inquiry of September 23rd we wish to advise that the Logan Construction Company Contract No. 1473 - Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, was completed August 28, 1933. This contract has not been accepted and final payment has not been made.

The bond furnished in connection with this contract was written by the New Amsterdam Casualty Company for whom Seeley & Company who have offices in the Board of Trade Bldg., Portland, are resident agents.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1473

WOOD, MONTAGUE, MATTHIESSEN & RANKIN
ATTORNEYS AND COUNSELORS

CABLE ADDRESS "LINWOOD"
ABC AND SCOTT'S CODES

RICHARD W. MONTAGUE
ERSKINE WOOD
MARK M. MATTHIESSEN
ROBERT R. RANKIN

BERT S. GOODING
W. L. GOSSLIN

1310 YEON BUILDING
PORTLAND, OREGON

Sept.
23rd
1933

SUBJECT:

RECEIVED
SEP 25 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen:-

My client, the Firestone Service Stores, Inc., is interested in securing money for tires sold the Logan Construction Company. Will you please advise me the status of their work with you at the present time on the Mt. Hood Highway in Clackamas County, at Sandy-Twin Bridges, Project No. 1562, Contract No. 1473?

Thanking you for any advice that you may give me that would lead to assistance in collecting this obligation, I am

Yours respectfully,

Robert R. Rankin

RRR/M

Completed Aug. 25, 1933 Has not been accepted.

#1473

3 dl

September 18, 1933

Firestone Service Stores, Inc.
West Park at Burnside
Portland, Oregon

Gentlemen:

Reference is made to your letter of September 18 stating you desire copy of the bond furnished by the Logan Construction Company in connection with State Highway Contract No. 1473 for the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

Contrary to the information given you by your attorney, Mr. R. Rankin, the State Highway Commission does not loan its documents. However, we will be pleased to let you examine the original of the bond in question if you will call at our office in Salem.

Inasmuch as you have signified that a copy of the bond will suffice, we are forwarding by express a certified copy of the bond and contract. According to the provisions of the statutes an affidavit of claim against the contractor must be filed, and we expect you to furnish us an affidavit of your claim within the next few days so as to complete our records.

Very truly yours

Secretary

HBG:jm

Firestone Service Stores, Inc.

Portland, Oregon

EAST SIDE
Union at E. Salmon
Tel. Ea 3126

Firestone
ONE-STOP
SERVICE

WEST SIDE
West Park at Burnside
Tel. Br 0546

BATTERIES — SPARK PLUGS **TIRES** BRAKE LINING — ACCESSORIES

September 18, 1933

RECEIVED
SEP 19 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission
Salem
Oregon

Gentlemen:

I am advised that you have on file, the bond that was given by the Logan Construction Company covering a certain piece of road work that they did out on the Mt. Hood Highway.

I am informed by our attorney, Mr. R. Rankin, that in all probability, you will be willing to send us that bond for examination, as it is our desire to determine whether or not tires used in the construction of this highway would come under this bond.

We would be very pleased if you would send us the bond for examination, or if you cannot do that, would you please furnish us with a copy. Of course if you would prefer, it would be satisfactory with us if you would submit it to our attorney, Mr. R. Rankin, here in Portland.

Thanking you, we remain,

Yours very truly,
FIRESTONE SERVICE STORES, INC.
W. J. Burton
Credit Department

WJB:S

3 dl

September 18, 1933

Mr. Harry L. Raffety
Title and Trust Building
Portland, Oregon

Dear Sir:

In response to your request of September 16, I am expressing to you today a certified copy of the contract awarded by the State Highway Commission to the Logan Construction Company together with the bond furnished in connection with the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mount Hood Highway in Clackamas County. You will find the bond in the back of the contract.

You will note that the contract is dated April 19, 1933. The records show that the work involved was completed by the contractor on August 25, 1933 but as yet it has not been accepted by formal action of the Commission neither has final payment been made therefor.

Yours very truly

Secretary

HBG:jm

#1473

[illegible] C

HARRY L. RAFFETY
DAVID C. PICKETT

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

September 16, 1933.

Mr. H. B. Glaisyer,
Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

I filed a claim for Charles Cladek on account of truck hire on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, Oregon. Will you please send me a copy of the bond furnished by New Amsterdam Casualty Company for Logan Construction Company. It will not be necessary to send a copy of the contract, just a copy of the bond will be sufficient. I would like, however, to have the date of the contract and to be informed if the work has been completed and if so, the date of the completion and acceptance.

Yours very truly,

Harry L Raffety

HLR:DF

HARRY L. RAFFETY

[illegible] Aug. 25, 1933
has not been accepted:
[illegible] on the
contract

Jim —
Please get me the data requested.
prepare certified copy of [illegible]

HB

3 ll

September 15, 1938

New Amsterdam Casualty Company
% Seeley & Company, Agents
Board of Trade Building
Portland, Oregon

Gentlemen:

Notice of claim of Charles Gladek has been filed in this office against Logan Brothers in connection with the contract awarded to them by the State Highway Commission for furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

The claim is in the sum of $300.88, and is for rental on motor trucks.

This information is given you as you appear as surety on the contractor's surety bond.

Very truly yours

Secretary

AJ

cc Logan Construction Co.
Brightwood, Oregon

September 15, 1933

Raffety & Pickett, Attorneys
Title and Trust Building
Portland, Oregon

Gentlemen:

Receipt is acknowledged of your letter of September 13 and notice of claim of Charles Gladek against Logan Brothers to whom the State Highway Commission awarded State Highway Contract No. 1473, furnishing crushed rock for the Sandy Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

It is noted that the claim is in the sum of $806.88.

Copy of notice of claim is enclosed, acknowledging receipt thereof.

Very truly yours

Secretary

AJ

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

HARRY L. RAFFETY
DAVID C. PICKETT

RECEIVED
SEP 14 1933
OREGON
STATE HIGHWAY COMMISSION

September 13, 1933.

State Highway Commission,
Salem, Oregon.

Gentlemen:

Herewith I enclose the following:

1. Notice of claim of Chas. Cladek.

In behalf of Chas. Cladek, I am handing you herewith notice and claim of Chas. Cladek against Logan Construction Company and New Amsterdam Casualty Company, as the surety upon its bond, for $306.88 on account of motor trucks and hauling furnished by Mr. Cladek to Logan Construction Company in connection with Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, Oregon.

I would appreciate your kindness if you would acknowledge receipt of the claim on the copy enclosed herewith.

Yours very truly,

HARRY L. RAFFETY

HLR:DF

TO: HAL E. HOSS,
SECRETARY OF STATE.

Notice is hereby given that the undersigned, Charles Cladek, has a claim for use of motor trucks in hauling by motor truck in the sum of Three Hundred Six and 88/100 ($306.88) Dollars, against the bond taken from Logan Construction Company, as principal, and the New Amsterdam Casualty Company, as surety upon such bond for the work of furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, Oregon.

Dated at Portland, Oregon, this 12th day of September, 1933.

Chas. Cladek

RECEIVED
SEP 14 1933
OREGON
STATE HIGHWAY COMMISSION

#1473

3 dl

September 15, 1935

Logan Construction Company,
Arlington, Oregon.

Gentlemen:

Please be advised that the time limit on your contract No. 1473 - Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, expired on July 31, 1935. According to our records this contract was not completed until August 28, 1935.

Please make immediate application for an extension of time on this contract so that it will nto be necessary to hold up the payment of your estimate. Your application must be accompanied by the written consent of your surety on the bond.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to W. E. Chandler.

#1473

3 dl

Sept. 1, 1933.

Raffety & Pickett,
Title and Trust Building
Portland, Oregon

Attention: Harry L. Raffety

Gentlemen:

Reference is made to your inquiry of August 30th concerning the contract of Logan Construction Company on the Mt. Hood Loop Highway.

The contract to which you refer is State Highway Contract No. 1473 and covers the furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The contract is in the name of the Logan Construction Company, a corporation, and the bond furnished by the contractor was written by the New Amsterdam Casualty Company for whom Seeley and Company are agents with offices in the Board of Trade Building, Portland. The Logan Construction Company is the original contractor.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

LAW OFFICES
OF
RAFFETY & PICKETT
TITLE AND TRUST BUILDING
PORTLAND, OREGON

HARRY L. RAFFETY
DAVID C. PICKETT

August 30, 1933.

Mr. H. B. Glaisyer,
c/o Oregon State Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Mr. Charles Cladek has an unpaid bill against John A. Logan or Logan Brothers in connection with work which Mr. Cladek did with trucks on the Mt. Hood Loop Highway near Brightwood in Clackamas County, Oregon. Mr. Cladek desires to file a claim with the Oregon State Highway Commission and I will indeed appreciate your kindness if you will give me the name of the contractor and the surety upon the contractor's bond for this particular piece of work. Mr. Cladek is not certain whether John Logan or Logan Brothers were the original contractors or whether they were subcontractors.

Yours very truly

HARRY L. RAFFETY.

HLR:DF

Form 33[illegible]—4M—[illegible].

OREGO STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending Aug.26,1933

Section Sandy-Twin Bridges

Kind of work Furnishing Crushed Rock

Highway Mt.Hood

Section prefix S DL

Contractor Logan Construction Co

Contract number 1473

Date of contract April 19,1933

Date of completion July 31,1933

Date work started June 1,1933

Estimated date of completion Aug.25,1933

Amount of contract $ 14,241.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 17,400

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 400, 2.7 %

Date project was completed Aug.25,1933

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Stock piles were dressed up this week and all work in connection with the contract completed.

RECEIVED
AUG 29 1933

F.T.Young

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

#1473

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			17.4		
Miles partially completed					
Miles completed			17.4		
Total estimated quantities			11,800		
Estimated quantities moved or placed to date			11,800		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			6		

Percentages of men employed on contract to be secured from:

Clackamas County, 100 %; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6						6
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,
Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			Note :All work this week was dressing up stock piles.
Wednesday			
Thursday			
Friday			
Saturday			

#1473

3 dl

August 28, 1933

Ladd & Bush, Bankers
Salem
Oregon

Attention of Mr. Roy Nelson

Gentlemen:

This acknowledges receipt of duplicate copies of assignment of claim given you by Logan Construction Company whereby there is assigned to you all monies due, or to become due that company from the State Highway Commission in connection with State Highway Contract No. 1473, furnishing crushed rock for the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

We shall be pleased to honor this assignment, provided we are furnished with the written consent of the surety company which wrote the bond for Logan Construction Company in connection with the above described project. This bond was written by New Amsterdam Casualty Company for which Seeley & Co. are agents with offices in the Board of Trade Building, Portland.

For your information, I might state that we have received a letter from Seeley & Co. on August 24, requesting us to make no further payments to Logan Construction Company in connection with this project without the surety's consent, which indicates that they do not intend to consent to the above assignment. We have no alternative, but to honor the request of the surety.

Very truly yours

Secretary

HBG:AJ

Filed
Jan 7
30

Au[illegible] 24, 1933.

B. G.

Roy Nelson of Ladd & Bush brought this assignment in and said that the consent of Surety would be sent in later. I think that the voucher covering this payment was out to the Commission this date.

J, McF,

DEPAR[illegible]ENT

CLAIM

....

.... hereby sell, assign and transfer

aterial furnished and service rendered

on on the Mt. Hood Highway in Clackamas

.... and authorize and empower

.... to act as agent for ....us.......

d to sign, receipt for and receive any warrant Oregon or the various counties within said ant for payment by said Treasurer; provided, feat the state's prior and superior claim and interest in and to said funds, nor shall this [illegible] ner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 24th day of August, 1933.

Executed in the presence of us as witnesses:

Roy Nelson

Logan Construction Co., Inc.

By John Logan President

By Evelyn Logan Secretary

---

material furnished and services rendered on the above mentioned contract. Both of these assignments are in the hands of the Highway Commission and their claim blank has been prepared in the amount of $9725.72, showing the assignment to us, but they ask for the consent of the surety company to the assignment before making payment. Mr. Davidson, of Seeley and Company, informs us that it is not possible for the surety company to give such consent and that you are undertaking settlement covering items due by the Logan Construction Company under this contract.

We have advanced the Logan Construction Company $5500. which has been used in the payment of labor and material claims for this job. We hold time sheets as per the one enclosed whereby the work man assigns all of his rights, the time slip bearing a notation "For value received I hereby assign the within claim for labor together with all of my rights of action thereon to Ladd & Bush Bankers". The total of such time slips assigned to us covering labor is $3651.33, and we also hold slips for materials furnished totaling $832.51, making a total of $448[illegible].84. We are of the opinion that in so far as the bonding company is concerned we are subrogated to the rights of the respective labor and material claimants evidenced by our assigned slips.

There apparently is sufficient money due the Logan Construction Company to pay all bills, including money we have advanced for the job and leave a considerable surplus. The reason we are exercised about it at the moment is that we understand several attachments have been run against the proceeds of the job, by other creditors of the Logan Construction Company.

COPY

NOTED
[illegible]

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ....

($..................) Dollars, to us paid, We hereby sell, assign and transfer the within claim for all moneys due or to become due for material furnished and service rendered furnishing crushed rock on the Sandy-Twin Bridges Section on the Mt. Hood Highway in Clackamas County - Contract 1473,

to Ladd & Bush Bank, Salem, Oregon and authorize and empower

said Ladd & Bush Bank, Salem, Oregon to act as agent for us

and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 24th day of August, 1933

Executed in the presence of us as witnesses:

Ray Nelson

....

Logan Construction Co., Inc.

By John Logan
President

By Evelyn Logan
Secretary

material furnished and services rendered on the above mentioned contract. Both of these assignments are in the hands of the Highway Commission and their claim blank has been prepared in the amount of $9725.72, showing the assignment to us, but they ask for the consent of the surety company to the assignment before making payment. Mr. Davidson, of Seeley and Company, informs us that it is not possible for the surety company to give such consent and that you are undertaking settlement covering items due by the Logan Construction Company under this contract.

We have advanced the Logan Construction Company $5500. which has been used in the payment of labor and material claims for this job. We hold time sheets as per the one enclosed whereby the work man assigns all of his rights, the time slip bearing a notation "For value received I hereby assign the within claim for labor together with all of my rights of action thereon to Ladd & Bush Bankers". The total of such time slips assigned to us covering labor is $3651.33, and we also hold slips for materials furnished totaling $832.51, making a total of $4483.84. We are of the opinion that in so far as the bonding company is concerned we are subrogated to the rights of the respective labor and material claimants evidenced by our assigned slips.

There apparently is sufficient money due the Logan Construction Company to pay all bills, including money we have advanced for the job and leave a considerable surplus. The reason we are exercised about it at the moment is that we understand several attachments have been run against the proceeds of the job, by other creditors of the Logan Construction Company.

COPY

NOTED
H L [illegible]

STATE OF OREGON—HIGHWAY DEPARTMENT

ASSIGNMENT OF CLAIM

FOR THE CONSIDERATION OF ....

($.....................) Dollars, to us paid, we hereby sell, assign and transfer the within claim for all moneys due or to become due for material furnished and service rendered furnishing crushed rock on the Sandy-Twin Bridges Section on the Mt. Hood Highway in Clackamas County - Contract 1473.

to Ladd & Bush Bank, Salem, Oregon and authorize and empower said Ladd & Bush Bank, Salem, Oregon to act as agent for us and in our name, place and stead, to verify said claim and to sign, receipt for and receive any warrant which may hereafter be drawn on the Treasurer of the State of Oregon or the various counties within said State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim and interest in and to said funds, nor shall this assignment in any manner vest in the assignee any interest in said funds prejudicial to the interest and claims for labor or material.

Witness my hand this 24th day of August, 1933.

Executed in the presence of us as witnesses:

Roy Nelson

Logan Construction Co., Inc.

By Irma Logan President

By E. Evelyn Logan Secretary

---

ave another assignment made up by us dated August 8, 1933, assigning to us all moneys due or to become due for material furnished and services rendered on the above mentioned contract. Both of these assignments are in the hands of the Highway Commission and their claim blank has been prepared in the amount of $9725.72, showing the assignment to us, but they ask for the consent of the surety company to the assignment before making payment. Mr. Davidson, of Seeley and Company, informs us that it is not possible for the surety company to give such consent and that you are undertaking settlement covering items due by the Logan Construction Company under this contract.

We have advanced the Logan Construction Company $5500. which has been used in the payment of labor and material claims for this job. We hold time sheets as per the one enclosed whereby the work man assigns all of his rights, the time slip bearing a notation "For value received I hereby assign the within claim for labor together with all of my rights of action thereon to Ladd & Bush Bankers". The total of such time slips assigned to us covering labor is $3631.33, and we also hold slips for materials furnished totaling $852.51, making a total of $4483.84. We are of the opinion that in so far as the bonding company is concerned we are subrogated to the rights of the respective labor and material claimants evidenced by our assigned slips.

There apparently is sufficient money due the Logan Construction Company to pay all bills, including money we have advanced for the job and leave a considerable surplus. The reason we are exercised about it at the moment is that we understand several attachments have been run against the proceeds of the job, by other creditors of the Logan Construction Company.

COPY

NOTED
[illegible]

#1477

3 1 C

LADD & BUSH, BANKERS
SALEM, OREGON

August 28, 1933.

RECEIVED
AUG 29 1933
OREGON
STATE HIGHWAY COMMISSION

McCamant, Thompson, and King,
American Bank Building,
Portland, Oregon.

Attention Mr. King

Dear Sirs:

In connection with surety bond in the New Amsterdam Casualty Company, written by Seeley and Company General Agents, Portland, covering Oregon State Highway contract #1475 Logan Construction Company, being the Sandy-Twin Bridges section of the Mt. Hood Highway in Clackmas County.

We have an assignment from the Logan Construction Company on the State Highway Department form and we have another assignment made up by us dated August 8, 1933, assigning to us all moneys due or to become due for material furnished and services rendered on the above mentioned contract. Both of these assignments are in the hands of the Highway Commission and their claim blank has been prepared in the amount of $9725.72, showing the assignment to us, but they ask for the consent of the surety company to the assignment before making payment. Mr. Davidson, of Seeley and Company, informs us that it is not possible for the surety company to give such consent and that you are undertaking settlement covering items due by the Logan Construction Company under this contract.

We have advanced the Logan Construction Company $5500. which has been used in the payment of labor and material claims for this job. We hold time sheets as per the one enclosed whereby the work man assigns all of his rights, the time slip bearing a notation "For value received I hereby assign the within claim for labor together with all of my rights of action thereon to Ladd & Bush Bankers". The total of such time slips assigned to us covering labor is $3651.33, and we also hold slips for materials furnished totaling $832.51, making a total of $4483.84. We are of the opinion that in so far as the bonding company is concerned we are subrogated to the rights of the respective labor and material claimants evidenced by our assigned slips.

There apparently is sufficient money due the Logan Construction Company to pay all bills, including money we have advanced for the job and leave a considerable surplus. The reason we are exercised about it at the moment is that we understand several attachments have been run against the proceeds of the job, by other creditors of the Logan Construction Company.

COPY

NOTED
H L CLABY

LADD & BUSH, BANKERS
SALEM, OREGON

McC.-T-K.— 2

We are confident that our interest in the matter will be carefully guarded because of our previous harmonious contact with Mr. McCamant, and also with Mr. King.

If there is anything more to be done on our part, or if there appears to be any question about our getting our loans paid, from the proceeds of this particular job, will you please telephone the writer at our expense?

Yours very truly,

LADD & BUSH BANKERS

By Roy Nelson
Roy Nelson.

N/T

Copies sent to:

Oregon State Highway Commission,
Seeley and Company, ✓

COPY

#1473

3 dl

August 12, 1933

Ladd and Bush, Bankers
Salem, Oregon

Attention: Jake Fuhrer,
Assistant Cashier

Gentlemen:

This acknowledges receipt of your letter of August 11th enclosing assignment from Logan Construction Company to Ladd and Bush Bankers to all the rights, title and interest of the Logan Construction Company in and to State Highway Contract No. 1473 covering the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County.

The form of assignment submitted does not meet the requirements of the State Highway Commission or the Secretary of State. Therefore, it cannot be honored in its present form. We shall be pleased to honor an assignment of moneys earned by the Logan Construction Company on this project to Ladd and Bush Bankers if they will sign the inclosed form of assignment. This form should be signed by Logan Construction Company Inc. by its President and Secretary before two witnesses and the seal of the corporation should be affixed thereto. In addition, the surety on the bond furnished in connection with this project must consent in writing to the assignment without prejudice to the bond. The New Amsterdam Casualty Company, through its agents, Seeley & Company, Board of Trade Building, Portland, furnished the bond on this contract.

I am enclosing three copies of the assignment form, one of which you may retain for your files.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

[illegible]

HBG:MC
encl.

LADD & BUSH, BANKERS.
SALEM, OREGON

RECEIVED
AUG 12 1933
OREGON
STATE HIGHWAY COMMISSION

August 11, 1933.

Oregon State Highway Department,
Salem, Oregon.

Dear Sirs:

Enclosed find an assignment of the Logan Construction Company on their contract #1475, known as the Mt. Hood Loop contract.

When the funds are available, please make check out to this bank.

Yours very truly,

J Fuhrer
Assistant Cashier

JF/T

LADD & BUSH, BANKERS.
SALEM, OREGON

August 8, 1933

For value received, I hereby assign, transfer, and set over to LADD & BUSH, BANKERS, of Salem, Oregon, all my right, title and interest in that certain Mount Hood Loop contract known as Contract No. 1473; and I hereby authorize and direct the Oregon State Highway Commission to make all payments due or to become due under the said contract, directly to Ladd & Bush, Bankers.

Logan Construction Co Inc.
John O Logan

3 dl

June 13, 1933

Mr. Frank G. Dick
Attorney at Law
The Dalles, Oregon

Dear Sir:

Reference is made to your inquiry of June 9 regarding the Logan Construction Company.

State Highway Contract No. 1473 was awarded to Logan Construction Co., a corporation, Arlington, Oregon, for the furnishing of crushed rock on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County. The officers of this corporation are shown in the contract as John A. Logan, President; Adrian Logan, Vice-President; and Ethelyn Logan, Secretary & Treasurer, all of Arlington.

There is nothing in the contract to show whether this is a foreign or a domestic corporation.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

JH

FRANK G. DICK
ATTORNEY-AT-LAW
THE DALLES, OREGON

June 9th, 1933

RECEIVED
JUN 12 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Re: Contract No. 1473 awarded to Logan Construction Co.

I should like to ask whether Logan Construction Company is a corporation or partnership. State the names of the partners that appear on the contract, that form the partnership of Logan Construction Company, if it is a partnership. If it is an Oregon corporation, please let me know that.

Most respectfully yours,

Frank G Dick

FGD:FC

We presume that this [illegible] is in connection with state highway work; therefore will appreciate it if you will take care of this matter at your earliest convenience.

Very truly yours

Secretary

HBG:AJ

cc State Industrial
Accident Commission

3 dl

April 29, 1933

Logan Construction Company
Albany
Oregon

Gentlemen:

This letter is to inform you that we have today received a communication from the State Industrial Accident Commission to the effect that you are in default with that Commission in the sum of $96.81.

We presume that this default is in connection with state highway work; therefore will appreciate it if you will take care of this matter at your earliest convenience.

Very truly yours

Secretary

HBG:AJ

cc State Industrial
   Accident Commission

STATE INDUSTRIAL ACCIDENT COMMISSION

WORKMEN'S COMPENSATION LAW

SALEM, OREGON

CHAS. T. EARLY
A. R. HUNTER
O. R. HARTWIG
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND

REFER TO FILE:

April 28, 1933.

HHB: 9300

Oregon State Highway Commission
Building.

Gentlemen:

Referring to your Tabulation of Bids received April 19, will state that all of the successful bidders are of record in this department and all are in good standing except the Logan Construction Company.

This firm is now in default in the sum of $98.51 and because of that fact its employes in case of injury will have the option of taking compensation under the protection of this act or of bringing action against the employer.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION

T Morris Dunne

T. Morris Dunne
Commissioner

AD

RECEIVED
APR 29 1933
OREGON
STATE HIGHWAY COMMISSION

3 dl

April 22, 1935

Logan Construction Company
Box 284
Albany, Oregon

Gentlemen:

Your letter of April 20 directing us to forward your contract for the Sandy-Twin Bridges Section to your Albany address was received in this morning's mail.

The contract, in quadruplicate, was sent to you by express yesterday to your address given in your proposal, i.e., Arlington. No doubt, the contract forms will be forwarded to you at Albany. I suggest that you ask the express company to mail them to you at your Albany address.

Very truly yours

Secretary

HBG:AJ

LOGAN CONSTRUCTION CO.
GENERAL CONTRACTORS
Arlington, Oregon

JOHN A. LOGAN I
1866-1932

JOHN A. LOGAN II

ADRIAN LOGAN
ETHELYN LOGAN

RECEIVED
APR 22 1933
OREGON
STATE HIGHWAY COMMISSION

Box 264
Albany, Oregon
April 20, 1933

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Please send the contract on the Sandy-Twin Bridges Section of the Mt. Hood Highway to our Albany Address.

Yours very truly
Logan Const. Co.
By: Ethelyn Logan

31

3 dl

April 21, 1933

Logan Construction Company
Arlington, Oregon

Gentlemen:

This letter is to officially inform you that the State Highway Commission, at the meeting held on April 19, 1933, awarded to you the contract for 10,500 cubic yards of crushed rock to be stock piled on the Sandy-Twin Bridges Section of the Mt. Hood Highway in Clackamas County, bids for which were received by the Commission on that date.

You may consider this letter as your authority to commence construction operations immediately. Also, I request that you do so, notwithstanding the fact that the contract forms have not as yet been prepared and executed.

The contracts are being prepared and will be mailed you for execution within a day or two.

Very truly yours

Secretary

HBG:jn

CONTRACT# 1480,

Albany-Lyons Sec. Hwy. Bridge .F.
over Santiam River
1480
1933

#4480

229

August 1, 1934

Salem Iron Works
Front Street
Salem, Oregon

Gentlemen:

Wish to thank you for your letter of July 30 stating that your claim against Mr. C. J. Montag in connection with his contract for the Sanderson Bridge has been paid in full.

We are correcting our records in accordance with your letter.

Yours very truly,
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agts.,
Yeon Building
Portland, Oregon

Mr. C. J. Montag
201 Worcester Building
Portland, Oregon

- Klamath Falls - Dallas

SALEM IRON WORKS
ESTABLISHED 1860
ENGINEERS - FOUNDERS - MACHINISTS
OFFICE, FRONT STREET AT STATE
TELEPHONE 7665 SALEM, OREGON

July 30,1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

Referring to our account against Mr. C.J. Montag, Sanderson Bridge job, Jefferson, Oregon.

We wish to advise you that our account with Mr. Montag has been settled to our entire satisfaction.

Thanking you, we are

Very truly yours,

SALEM IRON WORKS

By F L Maul

FLM.H

RECEIVED
AUG 1 - 1934
[illegible]
[illegible]

#1480

229

July 27, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1480 for the construction of a bridge over the South Fork of the Santiam River, two miles west of Crabtree, on the Albany-Lyons Secondary Highway No. 211 in Linn County has been completed by the contractor, C. J. Montag, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 6, 1934.

The State has been advised of the following claims against this contract:

Fir Lumber Company, Inc. for material furnished -	$1,120.90
Salem Iron Works, for labor and material -	$ 68.15

You are advised that the State assumes no responsibility for the above claims or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $30,588.19, including the final payment. Of this amount $108.16 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

cc to C. Cyrus Bishop,
322 Yeon Bldg.,
Portland, Oregon.

#1480

22-9

August 1, 1934

Fir Lumber Company, Inc.
Lebanon, Oregon

Attention: Mr. H. A. Dowd, Mgr.

Gentlemen:

Wish to thank you for your letter of July 31 stating that your claim against C. J. Montag in connection with his contract for the Sanderson Bridge has been paid in full.

We are correcting our records in accordance with your letter.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agts.
Yeon Building
Portland, Oregon

Mr. C. J. Montag
201 Worcester Building
Portland, Oregon

ANAGER
21

SAWMILL AND RETAIL YARD
AT LEBANON, OREGON

Fir Lumber Company, Inc.
MANUFACTURERS
DOUGLAS FIR LUMBER
Milling in Transit
LEBANON, OREGON

July 31, 1934

RECEIVED
AUG 1 - 1934
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Oregon.

Gentlemen,

We are in receipt of a letter today from C. J. Montag in which he says that there is a claim still pending which we filed on the Sanderson Bridge Job with you.

Please be advised that Mr. Montag took care of this claim several months ago and our account is satisfied in full.

Very truly yours,

FIR LUMBER COMPANY, INC.

By: H A Dowd Mgr.
H. A. Dowd

HAD/MED

CC:C.J. Montag,
Powers, Oreg.

Quotations subject to change without notice. All agreements are contingent upon acts of God, riots, lockouts, fires floods, accidents, inability to secure cars, transportation or any other cause beyond our control.

#1480

#1480

22-9

March 15, 1934

Aetna Casualty & Surety Company
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which we have received from the Salem Iron Works setting forth their claim against C. J. Montag for labor and materials furnished in connection with State Highway Contract No. 1480 which was awarded to Mr. Montag for bridge construction on the Albany Lyons Secondary State Highway No. 211 in Linn County. You will note this claim amounts to $58.15.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - C. J. Montag
201 Worcester Bldg.
Portland, Oregon

#1481

22-9

March 13, 1934

Aetna Casualty & Surety Company
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of a notice of claim which we have received from the Salem Iron Works setting forth their claim against C. J. Montag for labor and materials furnished in connection with State Highway Contract No. 1480 which was awarded to Mr. Montag for bridge construction on the Albany Lyons Secondary State Highway No. 211 in Linn County. You will note this claim amounts to $68.15.

This information is given you as you appear as surety on the bond furnished in connection with this project.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - C. J. Montag
201 Worcester Bldg.
Portland, Oregon

March 13, 1934

Custer E. Ross
Attorney at Law
First National Bank Bldg.
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 12th enclosing notice of claim of the Salem Iron Works against C. J. Montag for labor and materials expended in connection with Mr. Montag's contract No. 1480 which covers construction of a bridge on the Albany-Lyons Secondary State Highway No. 211 in Linn County. We note this claim is in the amount of $68.15.

We are today making note of this claim in the records of this project and we are also bringing the matter to the attention of the contractor and the surety on his bond.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

CUSTER E. ROSS
ATTORNEY AT LAW
FIRST NATIONAL BANK BLDG.
SALEM, OREGON

March
Twelfth
1934

State Highway Commission
Salem, Oregon

Dear Sirs:

Enclosed herewith is claim of Salem Iron Works against C. J. Montag and against Aetna Casualty & Surety Company for work done on bridge in Linn County, Oregon, under contract No. 1480. The amount claimed is $68.15.

Very truly yours,

CER:MA.
1 Encl.

RECEIVED
MAR 1 [illegible] 19[illegible]

TO STATE HIGHWAY COMMISSION OF THE STATE OF OREGON:-

NOTICE IS HEREBY GIVEN That the undersigned Salem Iron Works of Salem, Oregon, has and hereby assets a claim for labor and materials in the sum of SIXTY-EIGHT & 15/100 DOLLARS ($68.15) against C. J. Montag, as principal, and the bond of said C. J. Montag executed by Aetna Casualty & Surety Company, as surety, for labor and materials expended by claimant on bridge No. 1771, contract No. 1480, for bridge on the Albany-Lyons Secondary Highway No. 211, in Linn County, State of Oregon; all said work being done in pursuance to contract No. 1480 entered into between said C. J. Montag and Oregon State Highway Commission.

Dated at Salem, Oregon, this 9th day of March, 1934.

SALEM IRON WORKS,

By:

General Manager

#1480

22-9

March 8, 1954

Mr. Custer E. Ross
Attorney at Law
First National Bank Bldg.
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 6 enclosing affidavit of Salem Iron Works concerning its claim against C. J. Montag in connection with his contract with the State Highway Commission for the construction of a bridge over the South Fork of the Santiam River on Albany-Lyons Secondary Highway No. 211 in Linn County, being State Highway Contract No. 1480; said claim being in the sum of $68.15 for services and materials furnished to the contractor.

Responding to your request, we are sending you today by special messenger a certified copy of this contract.

Very truly yours

Secretary

HBG:AJ

March 8, 1934

Aetna Casualty & Surety Company
c/o Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

We are informed that Salem Iron Works has a claim in the sum of $68.15 against C. J. Montag in connection with the contract that was awarded to him by the State Highway Commission for the construction of a bridge over the South Fork of the Santiam River on Albany-Lyons Secondary Highway No. 211 in Linn County; said claim being for services and materials furnished to the contractor.

This information is given you as you appear as surety on the contractor's bond.

Very truly yours

Secretary

HBG:AJ

cc C. J. Montag
Worcester Building
Portland, Oregon

CUSTER E. ROSS
ATTORNEY AT LAW
FIRST NATIONAL BANK BLDG.
SALEM, OREGON

March
Sixth
1934

State Highway Commission,
State Office Building,
Salem, Oregon.

Dear Sirs:

Enclosed herewith is Affidavit under Section 67-1101, Oregon Code 1930, as amended, for copy of affidavit and bond of C. J. Montag of Lebanon, Oregon, given in connection with construction of a bridge on the Albany-Lyons Secondary Highway No. 211 in Linn County, Oregon.

Will you please send me copy of the bond and contract as provided by statute?

Sent 3/7/34

Very truly yours,

CER:MA.
1 Encl.

MAR 7 - 19

STATE OF OREGON,)
) ss.
County of Marion.)

AFFIDAVIT UNDER SECTION 67-1101, OREGON CODE 1930, AS AMENDED BY CHAPTER 280, OREGON LAWS FOR 1931

I, the undersigned A. C. Gerlinger, being first duly sworn, on oath say that I am General Manager of Salem Iron Works of Salem, Oregon; that heretofore and on or about September 20th, 1933, Salem Iron Works performed services and furnished materials for use in and which were used in the performance of that certain contract made between Highway Commission of the State of Oregon and being Contract No. 1480 for the construction of a bridge over the South Fork of the Santiam River on the Albany-Lyons Secondary Highway No. 211, in Linn County, Oregon; that said services and materials consisted of electrical welding on the bridge steel used in the construction of said bridge; that said services and materials were furnished to the contractor C. J. Montag of Lebanon, Oregon, and were furnished at his special instance and request; that the reasonable value of said labor and materials was and is SIXTY-EIGHT & 15/100 DOLLARS ($68.15); that the said sum has not been paid, nor has any part thereof; that I make this affidavit on behalf of Salem Iron Works for the purpose of being furnished a certified copy of said contract and bond against which said Salem Iron Works intends to proceed for the collection of the amounts so due and unpaid for said labor and materials.

A C Gerlinger

Subscribed and sworn to before me this 6th day of March, 1934.

Notary Public for Oregon.

#1480

22-9

SALEM IRON WORKS

January 29, 1934

Salem Iron Works,
Front Street at State,
Salem, Oregon.

Gentlemen:

Receipt is acknowledged of your letter of January 25th concerning O. J. Montag.

Please be advised that the contract which you refer is our No. 1480 for the construction of a bridge over the south fork of Santiam River on the Albany-Lyons Secondary Highway No. 211 in Linn County.

The bond furnished in connection with the above contract was written by the Aetna Casualty & Surety Company for whom Bates, Lively & Pearson, who have offices in the Yeon Building, Portland, are resident agents. This contract will not be completed until sometime in the spring when the contractor can finishing painting the steel. The retained percentage on this contract is $546.50.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Salem - Klamath Falls - Dallas

SALEM IRON WORKS
ESTABLISHED 1860
ENGINEERS - FOUNDERS - MACHINISTS
OFFICE, FRONT STREET AT STATE
TELEPHONE 7668
SALEM, OREGON

January 25, 1934

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

We would appreciate information concerning C.J. Montag who we believe was engaged on a bridge construction project at Lebanon, Oregon.

We would inquire of the official designation of the job, the name of the bondsman who covered Mr. Montag and the amount still due Mr. Montag, if any.

Thanking you, we are

Very truly yours,

SALEM IRON WORKS

By F. L. Maus

FLM.H

Shand Centrifugal Pumps - Gerlinger Carriers - Paper Mill Equipment

22-9

January 17, 1934

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

Please be advised that it is the intention of the State Highway Commission to make semi-final payment to C. J. Monteg on contract No. 1480 for the construction of a bridge over the South Fork of the Santiam River on the Albany-Lyons Secondary Highway in Linn County near Crabtree. This payment will be made on or after January 27, 1934.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

CONTRACT# 14821

1482

Brooks - Aurora
Pacific Highway

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

November 10, 1932

RECEIVED
NOV 23 1932
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our prior verbal concurrence in award of contract, as of this date, for Oregon E-7-A, the Brooks-Aurora section of the Pacific Highway, to Theo Arenz, Portland, Oregon, who was low bidder.

Very truly yours,

W. H. LYNCH
District Engineer

By J A Elliott

J. A. Elliott
Sr. Highway Engineer

7-a

July 14, 1933

Mr. Harold Blake
400 E. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of contract #1482 which was awarded to you by the State Highway Commission on July 11, 1933 for paving the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval by the Highway Commission? When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your attention is called to the paragraph on page 14 of the contract and on the page marked "Additional Special Provisions" relating to the Workmen's Compensation Act, the terms of which you are expected to accept and to carry on your operations in strict compliance therewith.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

AJ

7-a

July 18,1933

Mr. Harold Blake
400 North Thompson Street
Portland, Oregon

Dear Sir:

Information has been just received from the State Industrial Accident Commission to the effect that they have no record of you as an individual operator, although they have you of record in connection with a number of other firms.

It is one of the requirements of the State Highway Commission that all successful bidders on state highway work accept the provisions of the Oregon Workmen's Compensation Act and carry on their operations in strict compliance therewith. This you will be expected to do with the contract recently awarded to you by the State Highway Commission for the paving of the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties.

Will you kindly take care of this matter?

Very truly yours

Secretary

[illegible]

cc State Industrial
Accident Commission

STATE INDUSTRIAL ACCIDENT COMMISSION
WORKMEN'S COMPENSATION LAW
SALEM, OREGON

A. R. HUNTER
O. R. HARTWIG
T. MORRIS DUNNE
COMMISSIONERS

ADDRESS ALL COMMUNICATIONS TO THE COMMISSION AND
REFER TO FILE: 9300

July 17, 1933.

Oregon State Highway Commission
Building

Gentlemen:

Referring to your Tabulation of Bids received July 11, 1933 will state that we have no record of Harold Blake as an individual operator but we have him in connection with a number of other firms.

We are referring the matter to our Portland office for investigation.

Yours truly,

STATE INDUSTRIAL ACCIDENT COMMISSION
T Morris Dunne
T. Morris Dunne
Commissioner

AD

RECEIVED
JUL 18 1933
OREGON
STATE HIGHWAY COMMISSION

#1487

7-a

PETROLEUM PRODUCTS

SHELL OIL COMPANY

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

Oregon City, Oregon
July 20, 1933.

Mr. H. B. Galisyer
State Highway Commission
Salem, Oregon

Dear Sir:

Will you kindly fill in the attached form on your recent letting of contract covering construction of asphaltic concrete on a portion of the Pacific Highway between Aurora-Brook and Canby on the Paicif Highway.

Your early attention will be greatly appreciated.

Yours very truly,

SHELL OIL COMPANY

Ross

CREDIT DEPARTMENT

R
Enc. 1. ✓

PHONE
TRINITY 1193

WEST CONTRACT CO.
GENERAL CONTRACTORS
210 THOMPSON STREET
PORTLAND, OREGON

7-a

Gervais, Oregon
July 21,1933

RECEIVE
JUL 22 1933
OREGON
TATE HIGHWAY COM

Oregon State Highway Commission

Salem, Oregon

Attention: Mr.Probert

Gentlemen:

Will you kindly write to the Southern Pacific Agent at Gervais giving him authority to turn over to me the cars of gravel which will be shipped to the Oregon State Highway Commission from New Era for use in the Aurora-Brooks paving.

The agent here informs me that the cars would not be withheld for lack of such authority from you but that the letter must be on file in order to have these shipments included under my average demurrage agreement.

Yours very truly,

Harold Blake

By Joe Blickle

Letter written as requested.

7-a

July 24, 1933

Mr. Harold Blake
400 N. Thompson
Portland, Oregon

Dear Sir:

We are sending you by express for your records and files an executed copy of the contract recently awarded to you by the State Highway Commission for the paving of the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Marion and Clackamas Counties.

Very truly yours

Secretary

AJ

7-a

July 24, 1933

Hartford Accident and Indemnity Co.
℅ Jewett, Barton & Leavy, Agents
Lewis Building
Portland, Oregon

Gentlemen:

We are mailing you by express for your records and files an executed copy of the contract that was recently awarded to Harold Blake for the paving of the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties.

Very truly yours

Secretary

AJ

7-a

July 31, 1935

Union Oil Company of California
Yeon Building
Portland, Oregon

Gentlemen:

We are pleased to give you the following information concerning Harold Blake's contract in response to your inquiry of July 20:

Contract No. 1482 for regrading and asphaltic concrete paving of the Middle and South Units of the Aurora-Brooks Section of the Pacific Highway in Clackamas and Marion Counties was awarded to Harold Blake on July 11, 1935.

The amount of the contract is $228,171.25; the surety bond is in the same amount. It was written by Hartford Accident and Indemnity Company for which John Kern Company are legal agents, with offices in the Lewis Building, Portland, Oregon.

The contract states that the asphaltic concrete pavement shall be constructed by not later than September 30, 1935, and the other work by October 15, 1935.

Very truly yours

Secretary

JM:AJ

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

RC-579
C-31-B

July 20, 1933

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

It is our understanding that Harold Blake, contractor of Portland, has been awarded the contract on Project C-South Unit-Aurora-Brooks section. As we are contemplating selling this concern we would appreciate your furnishing us with a complete description of the job, the job number, the amount of the bond, the name of the bonding company, its agent and address and the date of completion of the contract.

We also notice that while the award is pending Harold Blake has submitted the lowest bid on Project B-middle unit-Aurora-Brooks section. If this contract has been definitely awarded by the time this letter reaches you, we would appreciate your furnishing us with the same information as requested in the above paragraph.

We will greatly appreciate receiving this information at your earliest convenience. We are enclosing a self-addressed, stamped envelope for your convenience in replying.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

C S Myer

District Manager

RC:B

Form 338—4M—10-32

O GON ATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

Federal Aid Emergency Project

For Week Ending August 12, 1933

Section	Aurora - Brooks	Kind of work	Paving and Regrading
Highway	Pacific	Section prefix	24PH E-7
Contractor	Harold Blake	Contract number	1482
Date of contract	July 11, 1933	Date of completion	Oct. 15, 1933
Date work started	July 17, 1933	Estimated date of completion	Oct. 15, 1933
Amount of contract	$228,171.25	Per cent of time elapsed	34 %

Estimated cost of completed project, exclusive of engineering ($11,400.00) $244,600.00

Per cent of contract completed, based on total contract price 24 %

Engineering costs to date $ 2400, 22 %. ~~Date project was completed~~ , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, changes in personnel of party, etc.:

Paving going fairly good this week. Plant averaged up to 70 tons per hour several days during the latter part of the week. Base course laid to about Sta. 670. Top and non-skid finished to Sta. 715. Paving started at Sta. 822/50.

Some trouble has been experienced with the chips for the non-skid being too dry. Contractor Told to see that all chips were shiny. Paving plant to run every day including Sunday from now on.

Grading completed at Gouley - Ramp Fill. Fill completed at Sam. Browns Sta. 620 and sub-base gravel placed.

Shovel now working at Duck Inn. Trench made on each side of pavement down to grade to allow one way traffic on each side of present pavement.

Gravel borrow placed from 370 to 403 and from 822 back to 660

Some gravel on P.A. # 1 placed at Sta. 397 to 402.

Engineering crew running center line and setting grades on section from 620 to 780 this week. Cross sectioned from 645 to 650 and staked trench for sub-base.

RECEIVED
AUG 15 1933

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	4.27	11.36			11.36
Miles partially completed	3				3
Miles completed					2
Total estimated quantities	41,400	12,300			30,340
Estimated quantities moved or placed to date	18,000	1,800			5,964
Average daily quantities	560	56			188
Average daily quantities necessary to complete project on time	370	164			500
Number shifts per day	2	2			3
Hours per shift	6	6			8
Average force on project for week	------ 100 ------				139

Percentages of men employed on contract to be secured from:

Marion County, 75 %; Multnomah County, 25 %; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	Marion COUNTY	Multnomah COUNTY	Misc. COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men	133	2				12	147
Men and teams	2						2
Men and trucks under 3 tons	36	10					46
Men and trucks over 3 tons	10	30	8				48
Men and tractors	5	3					8

Equipment used during week: Shovels 6, Power Graders 5, Rollers 5, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers 1, Sheep-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY at Paving Plant
Sunday	CloudyWarm		No Work to-day
Monday	" "	1 : 22	Plant and truck delays
Tuesday	Clear Hot	1 : 03	Plant delays
Wednesday	" "	10:00	Burned out motor
Thursday	" "	2:06	Materials , Plant and Truck delays
Friday	" "	:52	" " " " "
Saturday	" "	2:51	"V " " " "

CONTRACT#1483,

34

1483

Canby Section
Pacific Highway

STENCIL NO. 124

1483

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon E-132-E

March 14, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______ project agreement and certificate for the above numbered XXXXXXXXXXXproject.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer

Encl.

Hwy 15099

Form P. R. 2

State Oregon

Project No. E-132, Section E.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1911

8—5518

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 30th day of January, 1934

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly the Emergency Relief and Construction Act of 1932 (Public No. 302, 72nd Congress), approved July 21, 1932:

Whereas the Highway Department of said State submitted on the 21st day of June, 1927, a project statement, which was approved by the Secretary on the 13th day of October, 1927, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B of said project which were recommended for approval by the United States District Engineer on the 27th day of June, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand and no/100 dollars ($8,000.00) as the share of the United States payable under said act on account of Section B of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from "Emergency Construction Highway funds" appropriated by Act approved July 21, 1932 (Public No. 302, 72nd Congress), and any part thereof not provided from such funds shall be met from Chap. 175, Laws of 1917, and Chap. 31, Laws of 1920.
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 132+00 at the southwest end of Section C of said project in the NW¼ of Section 34, T 3 S, R 1 E, W.M. and survey station 177+92.3 at the northeast end of F.A.P. 63 in the SE¼ of Section 33, T 3 S, R 1 E, W.M. at the town of Canby

, length 0.528 of a mile~~s~~, in Clackamas County, being Section E of Oregon Emergency Con. Hwy. project No. E-132, consisting of 0.528 of a mile~~s~~ of roadway and no bridges, of more than 20 feet clear span, known locally as the Canby Section of the Pacific Highway between official control points Albany and Portland.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

1

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section 2 of said project shall not in any event exceed the sum of eight thousand and no/100 dollars ($ 8,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighteen thousand, five hundred eighty-four and 40/100 dollars ($ 18,584.40), the approved total estimated cost of Section 2 of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 6 day of March, 1934

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

U. S. GOVERNMENT PRINTING OFFICE: [illegible] 8—5518

OWB By

Acting Chief, Bureau of Public Roads

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Emergency Con. Hwy. Project No. E-132-B State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $18,584.40 as the total estimated cost of said project, and the sum of $ 8,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this 6 day of March one thousand nine hundred and thirty-four

Secretary of Agriculture
~~Secretary of Agriculture.~~

U. S. GOVERNMENT PRINTING OFFICE [illegible]

By
Acting Chief, Bureau of Public Roads

January 31, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Canby Section, Project No. E-132-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Stencil #46-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. E-132-E

POST OFFICE BUILDING
PORTLAND, OREG.

January 24, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

We are forwarding herewith/ two copies of proposed project agreement, for signature and return to this office.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

P.S. Enclosed also is an approved copy of the detail estimate upon which the project agreement was based, together with approved specifications.

December 15, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Canby Section, Project No. E-132-E.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Emergency Construction
Highway Project No. E-138-C

CANBY SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 18, 1930

All Required		Clearing and Grubbing		$ 84.21
230	cu. yds.	Excavation, Single Classification	$ 0.40	92.00
8,300	" "	Earth Borrow	0.40	3,320.00
8,700	yd. mi.	Truck Haul	0.15	1,131.00
90	lin. ft.	8" Concrete Tile	1.00	90.00
45	" "	12" Corr. Galv. Iron Pipe	1.00	45.00
5	only	Mail Box Posts	1.50	7.50
900	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.90	1,710.00
90	" "	3/4" - 0" Crushed Gravel Screenings	2.00	180.00
280	" "	Filler	0.40	112.00
600	yd. mi.	Filler Haul	0.15	90.00
530	tons	Class "A" Asphaltic Concrete	4.97	2,634.10
680	"	" "B" " "	4.80	3,264.00
770	"	" "C" " "	5.00	3,850.00
6,500	sq. yds.	Surface Finish Coat	0.05	325.00
			Sub-total	$ 16,894.91
			10% Engr. & Cont.	1,689.49
			Total	$ 18,584.40

Length 0.513 mile
Cost per mile $ 36,197.72

Regular Federal Aid Funds Requested	$ 8,000.00	(43.046%)
Emerg. Constr. Hwy. Funds Requested	8,000.00	
State Funds	2,584.40	
	$18,584.40	

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

1-a

October 24, 1935

Panther Oil & Grease Mfg. Co.
Fort Worth, Texas

Attention: J. A. Eddins, Credit Mgr.

Gentlemen:

Reference is made to your communication of October 20th regarding the contract which the Northwest Roads Company has with the State Highway Commission.

The contract to which you refer is No. 1485 which was awarded to the Northwest Roads Company for construction work on the Canby and Canby-Aurora Section of the Pacific Highway in Clackamas & Marion Counties.

According to our records this job was completed on October 7th, 1935. The bond furnished in connection with this contract was written by the United States Fidelity & Guaranty Company for whom C. O. Price is the Local Manager with offices in the Porter Building, Portland.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Panther Oil & Grease Mfg. Co.
Texas' Largest Exclusive Manufacturers of **LUBRICATING OILS & GREASES**
Fort Worth, U.S.A.

Oct. 20th,1933.

The Oregon State Highway Commission
Salem, Ore.

Gentlemen:-

Attention: Mr. H.B. Glaisyer, Secretary.

RE: E.L.Rigdon, Subcontractor under
Northwest Roads Company, F.A.P.
RE-7-53-132 E.

Please be kind enough to check your records and inform us the contract date of completion of the above Project as well as the contract number under which the job is carried on your records.

Also be kind enough to give us the name and address of the surety company furnishing the bond with the name and address of the local agents shown.

The enclosed postage paid envelope is for your convenience and we shall appreciate this courtesy on your part very highly.

Yours very truly,

J.A.Eddins
Credit Manager.

JAE:VD

NRA
MEMBER
U.S.
WE DO OUR PART

PANTHER OIL & GREASE MFG CO
TRADE MARK
FORT WORTH TEX

PANTHER -- THE GREASE
SILVER DRUM.

②

1-a

September 27, 1933

Mr. Carl G. Washburne
State Highway Commissioner
Eugene, Oregon

Dear Mr. Washburne:

I enclose for your approval Voucher No. 9,476, covering Estimate No. 2 in the sum of $156,685.16, to Harold Blake for the construction of the Aurora-Brooks Section of the Pacific Highway in Marion County.

This voucher has been signed by Mr. C. B. McCullough, Assistant State Highway Engineer, in the absence of Mr. Baldock.

Mr. Blake is very anxious to have this payment expedited, and it is for this reason that this voucher is being rushed through.

If you approve the voucher, will you please sign it and forward it to Mr. Leslie M. Scott for his signature? A stamped, addressed envelope is enclosed for your convenience.

Very truly yours

Secretary

JE
AJ

cc Mr. L. M. Scott

7-a

September 2nd, 1933.

Mr. W. E. Chandler,
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir: SUBJECT: CONTRACT NO. 1483.

I regret you and I have not been able to go over the thousand feet of surface laid on the south end of Project A of Contract No. 1483, about which you wrote under date of August 15th and you, Mr. Baldock and I discussed August 22nd.

As expressed at our Meeting, Northwest Roads Company will be glad to do anything that is required to place defective work in a condition satisfactory to the Highway Commission.

I am writing this letter for the reason that I will be away from Portland approximately a week. I desire to let you know we are not dodging an issue nor delaying it.

Mr. Baldock asked that final decision on this matter be not delayed beyond a reasonable time and I regret this delay which is beyond our control.

We all had agreed that any adjustments to the section in question should be done on the completion of the balance of the work and I will return to Portland in sufficient time for proper handling of this matter.

Very truly yours,

NORTHWEST ROADS COMPANY

By
Theodore Shoemaker
President.

TS/E

CC. R. H. Baldock
J. H. Neef
A. J. Horton

FORM 2-D-1 [illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

August 14, 1933.

In Reply Please
Refer to File No.

Mr. R. G. Smith,
Construction Engineer
Office.

Dear Sir:

I am forwarding to Mr. Young today a copy of your letter of August 12th concerning the Canby-Molalla River section.

Wish to advise, however, that Mr. Young has been working on this as far as possible up to date, but have not been able to arrange a definite date to meet the Southern Pacific engineers as to the line they would accept through Canby, until today. Mr. Young will go over this section and get their approval or disapproval of the line we propose through Canby. to have them by August 21st.

Yours very truly,

WM. E. CHANDLER
Division Engineer.

WEC:ZR

cc Mr. R. H. Baldock
Mr. F. D. Eason

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

COPY

OREGON STATE HIGHWAY COMMISSION

SALEM

August 12, 1933.

IN REPLY PLEASE REFER TO FILE No.

Mr. Wm. E. Chandler,
Division Engineer
Office.

Dear Sir:

Please instruct Mr. Young to prepare an accurate estimate of the Section through Canby to the Molalla River Bridge - dividing it into that within the city and that outside.

I would like to have this by August 21st.

Yours vey truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By (Sgd) H. G. Smith

Construction Engineer.

HGS/H

cc to
R. H. Baldock

FORM 5-A-1 0761 7500 6-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1322

August 12, 1933

IN REPLY PLEASE
REFER TO FILE NO

Mr. Wm. R. Chandler,
Division Engineer,
Office.

Dear Sir:

Please instruct Mr. Young to prepare an accurate estimate of the Section through Canby to the Molalla River Bridge - dividing it into that within the city and that outside.

I would like to have this by August 21st.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

NOTED
Highway Engineer

132 E

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

June 27, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today forwarding with our recommendation for approval the following Federal Aid paving projects on which bids are to be received June 28:

Oregon E-7-A, Brooks-Aurora section of Pacific Highway
Oregon E-53-A, Canby-Aurora section of Pacific Highway
Oregon E-132-E, Canby section of Pacific Highway.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

JUN 28 33

July 7, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate to accompany asphaltic paving specifications on the Canby Section, Project No. E-132-E. Five bid proposals and five blueprint copies of the typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Emerg. Construction
Hwy. Proj. No. E-122-B

CANBY SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, July 7, 1935.

8431

All Required		Clearing and Grubbing		$ 90.00
230	cu. yds.	Excavation, Single Classification	$ 0.50	115.00
7,200	" "	Earth Borrow	0.35	2,520.00
7,100	yd. mi.	Truck Haul	0.12	852.00
1,600	cu. yds.	Gravel Borrow	1.50	2,000.00
90	lin. ft.	6" Concrete Tile	0.60	54.00
44	" "	12" Corr. Galv. Iron Pipe	1.05	46.00
5	only	Mail Box Posts	1.20	6.00
900	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.70	1,530.00
90	" "	3/4" - 0" Crushed Gravel Screenings	1.80	162.00
280	" "	Filler	0.40	112.00
600	yd. mi.	Filler Haul	0.12	72.00
530	tons	Class "A" Asphaltic Concrete	4.30	2,279.00
630	"	Class "C" Asphaltic Concrete	4.30	2,709.00
770	"	Class "B" Asphaltic Concrete	4.30	3,311.00
6,500	sq. yds.	Surface Finish Coat	0.05	325.00

Sub-total................. $ 16,252.00

10% Engr. & Cont......... 1,625.20

Total.................... $ 17,877.20

Length 0.528 miles

Cost per mile $33,858.33

Regular Federal Aid Funds Requested	$7,329.65
Emerg. Constr. Hwy. Funds Requested	8,000.00
State Funds	2,547.55
	$17,877.20

June 21, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying specifications and two bid proposals for construction of asphaltic concrete pavement on the Canby Section, Project No. E-132-E. The blueprint plans and the additional bid proposals for this project will be sent to-morrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

A. H. Probert
Office Engineer

Dict. by J. W. Rush/EH

Encl.

Oregon State Highway Department

Emerg. Construction
Hwy. Project No. E-139-B

CANBY SECTION OF THE PACIFIC HIGHWAY

IN CLACKAMAS COUNTY

(Estimate with plans. Not as basis for project agreement.)

July

Salem, Oregon, June 21, 1933.

All Required		Clearing and Grubbing			$ ~~100.00~~	80.00
230	cu. yds.	Excavation, Single Classification	[illegible]	$ 0.40	~~92.00~~	115.00
7,300	" "	Earth Borrow	.35	~~0.35~~	~~2,555.00~~	2920.00
7,100	yd. mi.	Truck Haul	[illegible]	0.12	~~852.00~~	852.00
1,600	cu. yds.	Gravel Borrow	1.30	1.00	1,600.00	2080.00
180	lin. ft.	8" Concrete Tile	.60	~~0.50~~	~~90.00~~	54.00
~~50~~	" "	12" Corr. Galv. Iron Pipe	1.00	1.00	~~[illegible]~~	46.00
5	only	Mail Box Posts	1.20	~~1.00~~	~~5.00~~	6.00
900	cu. yds.	Crushed Gravel in Sub-base, Shoulders and Surfacing	1.70	~~1.50~~	1,350.00	1530.00
90	cu. yds.	3/4" - 0" Crushed Gravel Screenings	1.80	~~1.50~~	~~135.00~~	162.00
280	" "	Filler	.40	~~0.30~~	~~84.00~~	112.00
600	yd. mi.	Filler Haul	.12	~~0.12~~	~~72.00~~	72.00
630	tons	Class "B" Asphaltic Concrete	4.30	~~3.80~~	2,394.00	2709.00
770	"	Class "F" " "	4.30	~~4.00~~	3,080.00	3311.00
6,500	sq. yds.	Asphaltic Concrete Wearing Surface	.05	~~0.30~~	[illegible]	325.00
			4.30			2279.00
		Sub-total..............			$14,499.00	16252.00
		10% Engr. & Cont.			1,449.90	1625.20
		Total..................			$15,948.90	17,877.20

Length 0.528 miles

Cost per mile $30,206.25 33,858.33

Regular Federal Aid Funds Requested	$ 5,741.60 (36%)	7329.65
Emerg. Constr. Hwy. Funds Requested	8,000.00	8000.00
State Funds	2,207.30	2547.55
	$15,948.90	17,877.20

132 E

June 22, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are today sending under separate cover, five blueprint copies of the plans for the Canby Section, Project No. E-132-E. We are likewise sending five copies of sheet number 6 for Project No. 132-C which connects to Project No. E-132-E at its north end. A slight change in the alignment for Project No. E-132-E has necessitated the additional copies of sheet number 6.

We are likewise sending three additional bid proposals for this work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

CONTRACT #1484,
1494,

PR 169-D Dixie-Lime Sec. 1933
1484
1494

1444

648

COPY

February 5, 1935

Mr. G. B. Eckles, Agent
United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Dear Sir:

I am in receipt of a letter from Mr. H. B. Glaisyer, Secretary of the Oregon State Highway Commission regarding a claim by the Shell Oil Company at Huntington, Oregon, against R. H. Jones for $82.05 being purchases in connection with the Dixie-Tunnel Section in November, 1934.

For your information, wish to say that I have had no work in that section of the state since May, 1934, and this account was undoubtedly incurred by Mr. Jones in connection with the work on the Dixie-Tunnel Section for J. A. Terteling & Son, Contractors.

Very truly yours,

THEODORE ARENZ

cc H. B. Glaisyer, Secretary ✓
Oregon State Highway Commission
Salem, Oregon

Shell Oil Company
Huntington, Oregon

Mr. R. H. Jones
Forest Grove, Oregon
c/o Wm. Smith, Route 2

#1494

February 4, 1935

Mr. H. H. Tague
Shell Oil Co.
Huntington, Oregon

Dear Sir:

Reply is made to your letter of January 31st regarding your claim against R. H. Jones, the claim being in the sum of $82.05 for gasoline and oil furnished him in connection with bridge work on the Dixie-Tunnel Section of the Old Oregon Trail.

You did not state definitely what job your claim was incurred against, however, we presume it was in connection with the bridge contract awarded by the State Highway Commission to contractor Theo. Arens fof the construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail in Baker County, contract No. 1494. In the event our assumption is correct, then the bond furnished by Mr. Arens in connection with this job would be available as protection for your claim. This bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eckles is Agent with offices in the Bedell Building, Portland.

I would suggest that you bring your claim to the attention of the bonding company and also to the original contractor, Theo. Arens whose address is 1[illegible]509 N.E. Sandy Boulevard, Portland. I would also suggest that you file notice of your claim with the Secretary of State in compliance with provisions of Chapter 280, Laws, Of Oregon, 1931, a mimeographed copy of which is enclosed. The filing of your notice with the Secretary of State does not mean that the State will collect your claim for you, such filing simply being for the purpose of holding the bond furnished by the contractor responsible and liable subsequent to the expiration of six months from the date of completion of the contract.

In accordance with our usual practice the original contractor and the bondsman are being advised of your claim today.

Referring to the second paragraph of your letter, I wish to state that Mr. Jones has a contract with the State Highway Commission in the vicinity of Forest Grove, being designated as State Highway Contract No. 1889 for the construction of the Tualatin River Overflow and Dairy Creek Overflow bridges.

Very truly yours,

HBG:OG

Secretary

In accordance with our usual practice the original contractor and the bondsman are being advised of your claim today.

Referring to the second paragraph of your letter, I wish to state that Mr. Jones has a contract with the State Highway Commission in the vicinity of Forest Grove, being designated as State Highway Contract No. 1689 for the construction of the Tualatin River Overflow and Dairy Creek Overflow bridges.

Very truly yours,

HBG:CG Secretary

February 4, 1936

Mr. G. B. Eckles, Agent
United States Fidelity & Guaranty Co.
Bedell Building
Portland, Oregon

Gentlemen:

Attached hereto is a copy of a letter that we have just received from the Shell Oil Agency, Huntington, Oregon, advising us of its claim against R. H. Jones in the sum of $82.35 being for gasoline and oil furnished Mr. Jones in connection with certain bridge construction on the Dixie-Tunnel Section of the Old Oregon Trail.

Mr. Jones has no going contractwith the State Highway Commission at this time in Baker County. We presume that the above expense was incurred in connection with Theo. Arens's contract for the construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail, contract No. 1494, for which reason we are bringing the claim to your attention, Mr. Aren's bond in connection with this job having been furnished by you.

Very truly yours,

Secretary

[redacted]
encl.

cc Theo. Arens
10509 N.E.Sandy Blvd.
Portland, Oregon

R. H. Jones
2515 Court St.
Baker, Oregon

Commissioners
Leslie M. Scott, Chairman, Portland
Carl G. Washburne, Eugene
E. B. Aldrich, Pendleton

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of W. C. Williams, Division Engineer
LA GRANDE, OREGON

169-D

August 27, 1934.

In Reply Please Refer to File No. 112-4C

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

With reference to the construction of the penetration cement macadam at Mime which I advised you would start August 27th. Owing to delay in completion of oiling work on account of oiling streets in Mt. Vernon, Dayville, Spray, etc., we will be unable to start this work before September 4th.

As it will take only about one week to do the work, I believe it would be advisable to have you notify me when Mr. Baldock and you can be here and I will arrange to start the work to fit in with your plans.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG

cc R. H. Baldock

FORM S-H-1 10001 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169-D

117-4

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 3, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. W. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Some time ago I advised you that we expected to construct the test section of cement penetration macadam at Lime beginning about August 20th. I now find that due to the lateness of our oiling season and the necessity of removing sand slides and sloping cutbanks on the Wallula Cut-off it will probably be about August 27th before we can start this work.

I find that we will need approximately 800 cubic yards of sand with which to mix the mortar for penetration. This sand if shipped from commercial plants either at Umatilla or Island City, will cost at least $2.50 per yard. I believe I can screen this material from suitable sand deposits along Burnt River at a cost not greater than $1.00 per cubic yard. I am, therefore, submitting a minor betterment work order in the amount of $800.00 to screen and stockpile the sand. If the minor betterment order should be handled through Mr. Bishop's office you may hand the order to him.

This sand has been tested and approved by the testing laboratory for use on the Burnt River bridges, but another sample will be submitted for test before being screened for penetration macadam.

Very truly yours,

W C Williams
Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock.

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

August 3, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

NOTED
State Highway Engineer

Dear Sir:

We intend to construct a section of penetration cement macadam near Lime beginning about August 27th. It is my belief that the mixing and placing of mortar would be much simplified if we had two transit mixers. There are, I am certain, several of these transit mixers in or about Portland, Mr. Porter Yett owning several last year.

I would appreciate your renting two of these mixers for a period of approximately one week to ten days beginning on or about August 27th. Inasmuch as about 800 yards of mortar are to be mixed, a mixer larger than any we have will be required and rather than attempt to secure a larger mixer, it would appear to me more practical to rent the transit mixers.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG

C.C. Mr. Baldock.

FORM 9-H-1 13061 500 1-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

112-4a

169-3

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 28, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. R. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Replying to your letter relative to cement bound macadam test section to be constructed near Lime, it is my intention to construct this section as soon as our oiling crew has completed its season schedule. At the present time it appears that this work wil be under way on or about August 20th, but I will advise you more definitely at least ten days before work starts.

In the meanwhile I will appreciate your forwarding to me specifications and any instructions you may have relative to the manner and type of work to be performed.

Very truly yours,

WCWillia

WCW:OG

Division Engineer

cc R. H. Baldock.

#1484

11.92

July 27, 1934

United States Fidelity & Guaranty Company,
G. B. Eckles, Agent,
Porter Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1484 for the construction of the Dixie-Lime Section of the Old Oregon Trail in Baker County has been completed by the contractor, Theo. Arens, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 6th, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $68,868.95 including the final payment.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1494

1175

July 16, 1934

Mr. R. L. McDougal
Attorney at Law
American Bank Building
Portland, Oregon

Dear Sir:

We acknowledge receipt of your letter of July 14 advising that the claim of Poole & McGonigle, Inc. against Theodore Arens for materials furnished him in connection with his contract for the construction of bridges on the Lime-Huntington Section of the Old Oregon Trail in Baker County, has been paid in full.

We are correcting our records in conformance therewith.

Very truly yours,

Secretary

HBG:AJ

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

July 14, 1934

Secretary of State, and
Oregon State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: State Highway Contract No. 1494
(Construction of bridges, etc. on
Old Oregon Trail Highway, Baker
County, Oregon) (Our #17628)
Poole & McGonigle, Inc. v. Arenz

With reference to the above account, upon which we filed notice of claim, this is to advise that the above account has been paid in full.

Yours very truly,

E. L. McDOUGAL

S:K

FORM 2-A-1 16749 15M 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169D

OREGON STATE HIGHWAY COMMISSION
SALEM

July 10, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In order to replat the map for the Gales-Lime Section we find that we will need the coordinate sheets. Will you pleas e send them in as soon as possible.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
M. B. Hackett
H.

CC to
R. H. Baldock

169-D

June 25, 1934

Mr. Frank McColloch
Attorney at Law
Baker, Oregon

Dear Sir:

Reference is made to your letter of June 21 regarding the claim of A. L. Denney against Theodore Arens.

I am sorry that there is a misunderstanding on your part as to the policy of the State Highway Commission with regards to making final settlement with its contractors when there are claims outstanding against the work on which they are engaged. The Commission has never refused to make final payment to a contractor, except in unusual instances where a contractor is in financial difficulties and there are claims outstanding against the contractor which aggregate a considerable sum of money. The Commission does not believe that it is fair to the contractor to withhold from him monies to which he is justly entitled and may need badly in order to meet his current expenses, not knowing whether or not the claims are legitimate charges against the contract. Many times claims are filed against the contractor which have nothing whatever to do with the project on which the contractor is engaged; also, frequently claims are filed which are in dispute between the contractor and the claimant. The State Highway Department does not know if claims are legitimate and for this reason, as above stated, does not feel justified in holding up the contractor's estimates on account of that.

Every contractor on state highway work is required by law to furnish the State with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project and we feel that this bond is ample protection for claims that may arise.

You refer in your letter to a certain instance wherein the State Highway Commission withheld final payment to a road contractor pending the settlement of a certain claim. I do not doubt that this was done, but there must have been some circumstance in connection with the claim which demanded that action; otherwise, I feel sure that the Commission would have passed final payment without hesitation.

Very truly yours,

HBG:AJ

Secretary

FRANK McCOLLOCH
ATTORNEY AT LAW
BAKER, OREGON

HOWARD BERGMAN

June 21
1 9 3 4

Mr. H. B. Glaisyer, Sec'y
Highway Commission
Salem, Oregon

Dear Sir:

Referring to your letter of May 28 in reply to my letter of May 25 in regard to the claim of A. L. Denney against Theodore Arenz. I note that you do not feel justified in complying with our request that final payment on Mr. Arenz's two contracts be withheld pending adjustment of this claim. This must be a new regulation on your part. I should never have had the nerve to make the request of you had I not had personal experience in a similar matter about a year ago in which I represented a road contractor whose final settlement (or at a least a portion thereof) was held up for more than a year under a claim of damage to an irrigation ditch.

Yours very truly,

Frank McColloch

FCM:S

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1690

June 16, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

By express there is being forwarded to you the following records in support of the semi-final estimate on the Dixie-Lime Grading Project, contract #1484. The semi-final estimate was mailed direct to your office by Mr. Miller.

1 - profile
1 - 100 ft. scale map
1 - mass diagram
2 - haul charts
1 - book transit and level notes
1 - book cross-section notes
1 - book miscellaneous field notes
1 book platted cross-sections
1 - book platted culverts, road approaches, etc.
1 - book computation sheets
78 - material receipt books
1 - index and summary

NOTED
State Highway Engineer

The final cost of the project is $93,973.38 against the project authorization of $101,150.00 Of this under-run approximately $1800.00 is an under-run of the contract amount and the balance is the under-run of engineering and contingencies. To this amount, however, there was approximately $2,000.00, final figures not yet available, expended in the oiling of the section by State Forces. This work was carried on as State Force Work on a contract project and is properly chargeable to the contract.

The major contract items check very closely with the preliminary estimate, the total excavation being approximately 206,500 cubic yards as compared with an estimated 204,000 yards. There was an approximate 18% under-run in gravel topping and haul, this being

ERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

occasioned by the decreasing of gravel topping material at certain points where talus rock had been used as borrow. Also, the 10% allowance of extra topping was not needed.

This work was completed by Theodore Arens, contractor, on May 28, 1934, and the performance of the work by the contractor was in every way satisfactory. A very good grading job has been obtained and the contractor showed a very willing spirit of cooperation during the progress of the work.

Very truly yours,

WCWillia

Division Engineer.

WCW:OG

cc R. H. Baldock.

Form [illegible]

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending June 2, 1934

Section [illegible] Line

Kind of work Grading

Highway Old Oregon Trail

Section prefix N.R.H. 169 D

Contractor [illegible]

Contract number 1484

Date of contract August 29, 1933

Date of completion June 30, 1934

Date work started Sept 15, 1933

Estimated date of completion May 28, 1934

Amount of contract $ 91937.50

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $ 91937.00

Per cent of contract completed, based on total contract price ....%

Engineering costs to date, $ 4700.00, ...%

Date project was completed May 28, 1934

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed last Monday May 28th.
The [illegible] final estimate will be completed next Tuesday 5th

RECEIVED
JUN 4 - 1934
OFFICE OF
CONSTRUCTION ENGINEER

Signed H. J. Miller

Address Huntington, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-H-4 (10M) SCO 1-34
COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 1, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing a price agreement covering the manufacture of crushed rock to be used on the test section of penetration cement macadam which will be constructed on the Dixie-Lime Section.

As Morrison-Knudsen will be ready to start crushing this material next week, early approval of the price agreement will be appreciated.

Very truly yours,

W C Williams

Division Engineer.

WCW:CG
Encl.

cc R. H. Baldock.

NOTED

#1484

[illegible]

May 14, 1934

U. S. Fidelity & Guaranty Company
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from A. L. Denny, Baker, Oregon, advising that he is filing a claim against Theodore Arens on account of the wrecking of an automobile on this side of Huntington, said wreck being caused on account of no lights on detours, and that said claim will be filed either in his name or the name of Don Buchanan. The amount of said claim is not given.

We are furnishing you with this information inasmuch as you appear as surety on the bonds furnished by Mr. Arens in connection with State Highway Contracts No. 1484 for the grading of the Dixie-Lime Section of the Old Oregon Trail in Baker County, and No. 1494, for the construction of five bridges and one culvert on said section.

Very truly yours

Secretary

HBG:jn

May 14, 1934

Mr. A. L. Denny
Baker, Oregon

Dear Sir:

Division Engineer W. C. Williams, LaGrande, has forwarded to this office copy of your letter of May 9 advising that you are filing a claim against the Arens Construction Company or Theodore Arens as a result of the wrecking of an automobile which you allege was caused through negligence in not properly lighting the detour in the vicinity of Huntington.

We presume that the detour was provided in connection with Mr. Arens' grading contract No. 1484 between Dixie and Lime, in which event I advise that Mr. Arens furnished a bond for the protection of all claims. The bond was written by the United States Fidelity & Guaranty Company for whom G. B. Eccles is local manager with offices in the Porter Building, Portland. We would suggest that you file your claim with the bonding company.

Mr. Arens also had a contract for the construction of five bridges and one culvert on the Dixie-Lime Section, being contract No. 1494. Possibly the detour to which you refer is around one of these bridges. The bond furnished by Mr. Arens in connection with this contract was written by the same insurance company as furnished bond on contract No. 1484.

Both of the above contracts are in the name of Theo. Arens whose address is 516 Guaranty Building, Portland.

Very truly yours

Secretary

HBG:jn
c.c. Mr. W. C. Williams

14279 500 5-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 10, 1934.

RECEIVED

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

For your information I am enclosing a copy of a letter received from A. L. Denney of Baker, Oregon, stating that they have a claim against Theodore Arenz, contractor on the Dixie-Lime Section.

I have no knowledge of the wreck mentioned in the letter but will investigate and see what facts I can ascertain.

Very truly yours,

Division Engineer.

WCW:OG
Encl.

REFERRED TO
State Highway Engineer

A. L. DENNEY
Baker, Oregon

COPY

May 9th, 1934.

Oregon State Highway Department,
La Grande, Oregon

Attention: Mr. Williams
Division Engineer

Gentlemen:

We are filing a claim against the Arenz Construction Company or Theodore Arenz, on account of the wrecking of an automobile on this side of Huntington, wreck being caused on account of no lights on detours. This claim will either be filed in our name or the name of Don Buchanan. As soon as the necessary papers are filed, we will send you notification of the amount.

Very truly yours,

A. L. DENNEY
Signed, A. L. Denney

[illegible]

#1494
169-D

May 28, 1934

McColloch & Brown
Attorneys at Law
Baker, Oregon

Attention of Mr. Frank C. McColloch

Gentlemen:

This acknowledges receipt of your letter of May 25 advising us of the claim of A. L. Demney against Theodore Arens, in the sum of $155.12, arising out of the collision which was occasioned by the failure of Mr. Arens to maintain proper detour lights in connection with one of his contracts in the vicinity of Dixie and Lime.

We note that you request that final payment on Mr. Arens' two contracts in this vicinity be withheld pending adjustment of this claim. We regret that we cannot comply with yourrequest since it is contrary to the practise of this department to withhold payments due the contractors on account of claims of this nature. It will be some time, however, before these jobs are ready for final payment and we trust that Mr. Demney's claim will be satisfactorily disposed of in the meantime.

Very truly yours,

Secretary

HBG:AJ

McCOLLOCH & BROWN
ATTORNEYS AT LAW
BAKER, OREGON

FRANK C. McCOLLOCH
LOTT D. BROWN

May 25, 1934

State Highway Commission
Salem, Oregon

Gentlemen:

I represent Mr. A. L. Denney and Firemen's Fund Insurance Company in a claim for damages against Theodore Arenz,under which an automobile belonging to Mr. Denney and insured in the Firemen's Fund Insurance Company was damaged to the extent of $135.12 by reason of a collision occasioned by the failure of Mr. Arenz to maintain red light on a detour.

We are unable to ascertain whether the accident occurred on the Dixie-Lime section under contract No.1494 or under contract No. 1484.

We have made demand upon U. S. Fidelity and Guaranty Company, who wrote Mr. Arenz' bond, and upon Mr. Arenz himself and now request that you with-hold final settlement on the two contracts mentioned above in the amount above mentioned until this matter can be adjusted.

Yours very truly,

Frank C McColloch

FCM:S

FORM 5-A-1 13749 15M 2-34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

117F

May 9, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

In regard to the crushed rock for the experimental cement bound macadam to be placed on the Dixie-Lime Section, I recommend that you prepare a price agreement for this material and arrange to secure a reduction in price by taking 3/4" minus material. Have this latter material in such sizes that it will be available for use either on the Dixie-Lime bituminous macadam or Dixie-Lime shoulders, or for general maintenance materials.

These prices may be based upon machine labor but in this case the material can not be crushed until the present contract has been entirely finished. There must be no intermingling of the work with the present N.R.A. contract which would lead the public or inspectors to fear a violation of the original specifications. This can be avoided however, by completing the present job first and then starting on this additional material, which I believe should be secured for considerably less than the $1.80 price if the entire product is taken.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

HGS/H

By

CC to
R. H. Baldock ✓

H. G. Smith,
Construction Engineer.

April 16, 1934

The Federal Emergency Administration
of Public Works
Division of Investigations
616 Post Office Building
Portland, Oregon

Attention: S. L. Black, Special Agent

Gentlemen:

In compliance with the request contained in your letter of April 13th, we are sending herewith copies of our correspondence relative to complaints received through Guy V. Lietner, State Director of the National Reemployment Service, and W. H. Lynch, District Engineer of the Bureau of Public Roads, concerning certain employment matters in connection with the Theodore Arens' contract for grading and bridge construction work on the Dixie-Lime Section of the Old Oregon Trail, Public Works Project NRH 169-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS
DIVISION OF INVESTIGATIONS
616 Post Office Bldg.
Portland, Ore.

April 13, 1934.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. Probert

Dear Sir:

With reference to our telephone conversation this date relative to complaint of Guy V. Lintner, State Director N.R.S., that there were apparent violations of contract by Theo. Arenz, or Roy L. Houck, on the Dixie-Lime Section, Old Oregon Trail, N.R.S. 169-D, it would be appreciated if you could furnish this office with copies of all letters relative to the above matter.

Very truly yours,

S. L. Black
S. L. BLACK
Special Agent.
by V.B. Stanbery

SLB:LEP

UNITED STATES DEPARTMENT OF AGRICULTURE

Bureau of Public Roads

District No. 1

Post Office Building
Portland, Oregon

Feb. 20, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Re: (Dixie-Lime)
Oregon NRH 169-D

We have received a complaint that some of the men on Theo. Arens' contract on the above project are working in excess of the prescribed thirty hours per week. The payrolls show that the time limitations are being followed. It is alleged that each man is issued two checks, one to cover the time shown on the payroll and another for the overtime. These checks are drawn on the Huntington Bank and are supposed to be signed by Roy L. Houck.

In addition it is claimed that one cat operater was paid at the rate of fifty-five cents per hour.

A complete investigation of this should be made at once. If these claims are found to be true some drastic action will have to be taken. In any event, please report your findings to this office.

Yours very truly,

W. H. Lynch (Sgd)

W. H. Lynch
District Engineer

6-33

MISSIONERS

LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

OREGON STATE HIGHWAY COMMISSION
SALEM

February 24, 1934

IN REPLY PLEASE
REFER TO FILE NO.

H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Herewith communication from W. H. Lynch regarding alleged violation of Theodore Arens' contract with relation to the labor provisions. Please make an immediate investigation in order that I may make an early report to Mr. Lynch.

Very truly yours,

R. H. Baldock (Sgd)

State Highway Engineer

RHB:MC

cc - W. H. Lynch,
District Engr.
Bureau of Public Roads
Portland, Oregon

February 26, 1934

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The attached letter from Mr. Lynch relative to labor complaints on the Theo. Arenz contract Dixie-Lime Section, N.R. H. Ore. 169-D, is self explanatory.

Please make a thorough investigation and report your findings at your earliest convenience.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H.

CC to
R. H. Baldock

U. S. DEPARTMENT OF LABOR

United States Employment Service

521 Spalding Building
Portland, Oregon
February 28, 1934.

Mr. R. H. Baldock
State Highway Engineer
Capitol Building
Salem, Oregon

Dear Mr. Baldock:

Subject: Working conditions on the Lime contract
R. L. Houck, Sub-Contractor

I am enclosing a copy of a letter which I received from J. Richard Smurthwaite, Jr., who is a member of the Reemployment Committee of Baker County.

I have had a good many kicks against this firm since they have been working on this contract. It seems, from all information that I have been able to obtain, that the contractor carries the men on the payroll five or six hours a day or forty hours per week, and then works them overtime, not shown on the payroll, and pays them by personal check.

While I realize it is a little difficult for the engineer to check this, it is not impossible. I am sending this for your information, and what action you may see necessary.

Yours very truly,

G. V. Lintner (Sgd)

Guy V. Lintner
State Director

GVL:MF
C.C.
Smurthwaite
Enc. 1

COPY

P. O. Box 405
Baker, Oregon
Feb. 27, 1934

Mr. Guy V. Lintner
State Director National Reemployment
519 Spalding Building
Portland, Oregon

Dear Mr. Lintner:

No doubt you have heard of complaints entered against the Theo. Arens Co., contractors on the state highway at Lime, Oregon, so after a day spent in investigation I might throw a little light on the matter.

The sub-contractor is one, R. L. Houck, and he seems to be the man causing all the trouble. So many men who have worked for him and have been discharged for various reasons have entered complaints with the local compliance board NRA against this man that the chairman of the compliance board and I made a trip up there yesterday and while Mr. Houck was absent in Portland we gained some information of what has been going on.

The most numerous complaints have all stated that Houck has worked certain men as high as 10 hours a day for as high as seven days a week. The resident highway engineer told us that the payroll didn't show such to be the case. In asking questions among the men we found that they were not anxious to give very much information and didn't want to talk or say very much. But here is what we did find.

One man, named Newton, claims that he has cashed several checks for one of the truck drivers named Louis Lane. Newton claims that Lane told him that he receives two checks, one from the company for the amount shown on the payroll and a personal check from Houck for the overtime he has put in. Newton claims he has cashed the personal checks for Lane and that he expects to cash another one real soon. I asked him to hold the check if he got another one and he said he would. Newton claims that Lane is not the only one that has put in long hours but of course the payroll sheet shows that they are paid according to the contract. It is the honest opinion of myself and also of the chairman of the compliance board that Houck is trying to get away with something and we would like to get the matter straightened out. Mr. Thomas, the local clerk in the employment office knows that the men discharged by Houck have all claimed that there are favorites on the job and he suggested that in writing you I make these things known. Some of the men claim that they have been asked to work for lower wages than what should be paid.

Personally, I think there is some cause for complaint and if I can be of any assistance to anyone making an investigation I will do what I can. Leo Adler advised me last evening to let you know what I have learned about the matter.

Very truly yours,

Signature J. Richard Smuthwaite, Jr.

SIONERS
SLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

COPY

OREGON STATE HIGHWAY COMMISSION

SALEM

March 2, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Guy V. Lintner, State Director
National Reemployment Service
521 Spalding Building
Portland, Oregon

Dear Sir:

Responding to your communication of February 28, relating to the working conditions on the Lime contract, R. L. Houck, Sub-contractor, advise that about a week ago I was advised of the possibility of some irregularities on this job and I have written to the field engineer for an investigation and report. I shall be glad to send you a copy of the report and inform you of the action that we have taken as soon as the information reaches this office.

Thank you for calling this matter to our attention.

Very truly yours,

State Highway Engineer

RHB:HI

cc H. G. Smith

SIONERS
LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

Office of W. C. Williams, Division Engineer
La Grande, Oregon

March 7, 1934.

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

With reference to Mr. Lynch's letter of February 20th, relative to labor complaints on the Theodore Arenz contract, Dixie-Lime Section, NRH 169-D.

A careful investigation of this complaint has been made and I can find absolutely no proof to substantiate the claims preferred in the letter of Mr. Lynch. Resident Engineer H. J. Miller has personally contacted every man working on the project and can find no evidence whatsoever supporting the violation claimed. We have been unable to find any tractor operator who has worked for 55¢ per hour.

We find that two checking accounts are in use by the contractor. One is a Theodore Arenz account in the Bank of Huntington, and the checks are signed by Roy A. Houck. This account is for emergency and convenience only. When a man is discharged or layed off, he is paid by a check from this account, and the men are allowed to draw on this account between the regular semi-monthly pay days.

The other account is a Theodore Arenz account on the Canadian Bank of Commerce of Portland, and these checks are signed by Theodore Arenz. This account is used to pay the regular semi-monthly payrolls.

Due to the lack of evidence, it would appear that the complaint is entirely unjustified and no further action need be taken.

Very truly yours,

W. C. Williams (Sgd)

Division Engineer.

WCW:OG

cc R. H. Baldock

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 8, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Reference is made to your letter of February 20th, relative to labor complaint on Theo. Arenz contract, Dixie-Lime Section, Project Ore. NRH 169-D.

A careful investigation of this complaint has been made. Every man working on the project was personally contacted and we could find no proof to substantiate these claims.

It was found that the contractor has two checking accounts. One being in the Bank of Huntington and the checks are signed by Roy A. Houck. This account is for emergency and convenience and is used whenever a man is laid off, or when men are allowed to draw on their wages between semi-monthly pay days. The other account is on the Canadian Bank of Commerce in Portland and is used to pay the regular semi-monthly payrolls. These checks are signed by Theo. Arenz.

Due to lack of evidence it appears that the complaints were unjustified and no action was taken.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
Mr. Guy V. Lintner

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 8, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

With reference to your letter of February 20, regarding labor complaints on the Theodore Arens contract, Dixie-Lime Section, NRH 169-D, there is attached a copy of a letter from W. C. Williams which is self-explanatory.

If you wish us to take any further action, please advise.

Very truly yours,

State Highway Engineer

RHB:HI

cc Guy V. Lintner
H. G. Smith

169-D

March 29, 1934

112-4F

Mr. W. C. Williams
Division Highway Engineer
La Grande, Oregon

Dear Sir:

Reference is made to your letter of March 27th, in regard to the account number 584 assigned to the state force work order for oiling of short sections of surfacing on the Dixie-Lime Section of the Old Oregon Trail. This account number is described as "Applying oil treatment on surfacing."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. R. Parsons/ER

LIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 27, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

In the approved order for State Force work on contract projects, covering Dixie-Lime Section of the Old Oregon Trail in Baker County, prefix 1 PT, we note account number 584 has been designated. Can you furnish a short description for work covered or contemplated under account number 584 which is evidently an addition to the account numbers as listed in the "Distribution of Costs" publication of January 1, 1930.

Very truly yours,

W. C. WILLIAMS
Division Engineer

By: W W Stiffler
W. W. Stiffler
Office Engineer.

WWS:OG

169 L

U.S. DEPARTMENT OF LABOR
UNITED STATES EMPLOYMENT SERVICE

NATIONAL REEMPLOYMENT SERVICE

GUY V. LINTNER
STATE REEMPLOYMENT DIRECTOR FOR OREGON

A. G. JOHNSON
EXECUTIVE SECRETARY

Portland, Oregon
March 23, 1934.

RECEIVED
OREGON

R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Sir: Att: S. H. Probert, Office Engr.

As a follow up to our conversation of telephone relative to the placement of cement finishers on the bridge job at Lime under contract to Theodore Arenz, we are enclosing copies of the correspondence we have had relative to this matter from Mr. Thomas, our Clerk at Baker, and also the copy of the letter from Theodore Arenz to our Clerk at Baker, and a copy of his reply.

You will note that the contractor's representative, also your resident engineer are apparently attempting to go over the head of our representative at Baker before they have received information from him as to whether he can supply the cement finishers required.

Will you kindly look into this matter at once so that placements of men on this job may be made in the regular procedure which is being used effectively on all the other contracts in which the Oregon State Highway Commission is interested.

Mr. Lintner, State Reemployment Director, will be in Baker, the early part of next week, when he will look further into this matter.

Yours truly,

Guy V. Lintner,
State Director

By A. G. Johnson
A. G. Johnson,
Executive Secretary

AGJ:JSC

COPY

March 22, 1934

Theodore Arenz
General Contractor
10509 N. E. Sandy Boulevard
Portland, Oregon

Dear Sir:

In this mornings mail I received your letter of March 21 regarding our failure to supply competent finishers and stoners on your bridge job at Lime. This is the first intimation I had of any such condition existing.

March 19, about 4:00 P.M. I received a phone call from Mr. Deavers the timekeeper on thos jobs at Lime, and among the items he mentioned that Mr. Jones, would need two cement finishers as soon as possible for the bridge job. He also said he would send a written confirmation of the order. Although it was late in the day I checked several cards, and went out myself after the office was closed to locate 2 men for him. However I failed to find the men at home, so waited until the next morning when I again set out to find the men. Talked with one man's wife, she said he would be glad to go, (he had already been discussed with Mr. Jones some 4 or 5 days prior as a man for the job) so left a card with instructions for the man to report on the job. I also sent out that same day another man from Baker who claimed he could do the job. I prepared a list, showing these two men and one other who lived right at the job, and in the same letter asked again for the written confirmation as it had not arrived the morning of the 20th. I also asked that as soon as any man was hired there to report it so I could complete the records here.

The morning of the 21, I received the written request, for I cement finisher, and stating that 2 cement finishers would be needed after the 19th, so as the list of three had already been sent on the strength of the phone call the order was presumed to be filled.

This office has heard nothing more from any of your men at Lime, or from the engineer, as to any of these men being hired, nor that they were unsatisfactory, that more were needed nor in fact have we even had a word of any kind concerning them. We would naturally suppose the job filled.

Inasmuch as your letter was written the same day we received the written order, Jones and Smitton evidently took a lot for granted and failed to contact this office or to wait and see if we sent any list to them. We sent the list within twenty-four hours after the phone request was received, not even waiting for the fortyeight as we are allowed.

We have other men registered here as cement finishers as well as the ones we referred, and can easily refer them to the job when and if we learn they are needing men of this sort.

I do not presume to know just what the job consists of, nor can I tell by looking at a man if he can handle it, but when they say then can and claim to have had the experience and have done considerable work of the same kind, I have no right to tell them they are not qualified, and I will send to Portland for men. There have been too many cases of that kind already just to try and satisfy contractors, when good men here, would be disqualified for apparently no reason at all.

Under the circumstances I do not feel like telling you at this time that there are no men here as cement finishers.

As there has been no authority granted to me to give you permission to work said men from Portland 40 hours per week I cannot grant it to you. Such permission may be granted by the State Highway Commission or by the State Director of the Reemployment Service, but I have never heard that I could give it.

I am sending a copy of your letter and also of this one to you, to Guy V. Lintner, State Director of the Reemployment Service, 519 Spalding Building, Portland, and if there are any evidences of violations of rules by this office, possibly Mr. Lintner can and will be glad to straighten it out for us.

I might add that your men at Lime have been very lax from the beginning in making reports, and appear to have an aversion to letter writing, to us at any rate, and when they do send in a request, it merely gives the name of the job to be filled and gives no information as to necessary qualifications.

Very truly yours,

Jos. P. Thomas, Clerk
National Reemployment Service

CC To Guy V. Lintner
Portland, Oregon

COPY

March 22, 1934.

Muy V. Lintner, State Director,
National Reemployment Service,
519 Spalding Building,
Portland, Oregon

Dear Sir:

I am enclosing a copy of a letter received from Theodore Arenz at Portland this morning and also a copy of my rather lengthy reply as I wanted you to know the circumstances in their entirety.

There some other small details that could be added, but the essential parts of the transaction are recorded.

I have never yet heard from Lime, that the job was or was not filled, and they evidently wrote to him at Portland the same day they sent the request here. This outfit have been quite unsatisfactory to deal with from the first here and for one I will surely be happy when they check out of the county, and I do not think I will be alone in that happiness. Both Metcalf and Paradis at least will verify these reports. Mr. Houck has never talked with me personally but I have had it reported from other men who have tried to work for him that he intended to beat the NRA and did not have to live up to any reemployment regulations. Apparently that has been his attitude all along, although there is very little if anything of a concrete nature one could place his finger on. It just makes a disagreeable situation all around, but it is I suppose just 'one of those things that make life interesting'.

If I am in the wrong, or have misinterpreted any instructions, kindly let me know wherein it lies.

Very truly yours,

Jos. P. Thomas, Clerk

COPY

THEODORE ARENZ
GENERAL CONTRACTOR
10509 N. E. SANDY BOULEVARD
PORTLAND OREGON

March 21, 1934

Manager
National Reemployment Office
Baker, Oregon

Dear Sir:

I am in receipt of a letter from my bridge superintendant at Lime, Oregon, and also a statement from L.C. Smitton, the resident engineer, to the effect that you are unable to furnish an experienced and competent bridge finisher and stoner for the Burnt River Bridges work at Lime, Bridge finishing and stoning can be done only by a skilled worker who has had plenty of experience in this clas of work.

Kindly write me by return mail to the effect that you are unable to furnish 2 men for this work so that I may be able to get 2 men through the National Reemployment Office at Portland.

Also, will you give permission to work these men 40 hours a week as I am unable to obtain men in Portland (considering the expense of the trip) to go to Lime on a 30 hour per week basis.

Trusting you will give this matter your immediate attention, I remain,

Very truly yours,
(s) Theodore Arenz

FORM S-H-1 10410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

1698

11-4C

March 21, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am submitting herewith an order for State Force work covering the construction of a type O-30 oil mat wearing surface on the Dixie-Lime Project.

Minor Betterment Orders to cover this work were submitted to Mr. Bishop, but they were returned with the request that they be re-submitted as State Force Orders. In submitting the orders as State Force work I have added the cost of the mineral aggregate in stock pile which was not included in the minor betterment orders.

If this work is performed as a part of contract #1484 an additional project authorization will be required.

Very truly yours,

W C Williams

Division Engineer.

WCW:OG
Encl.

cc R. H. Baldock

FORM S A-1 11924 10M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1695

March 17, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

I have secured the approval of the irrigation flume on the Dixie-Lime Section to be constructed by State Forces, and have given one copy of the order to G. L. Paxson with the request that a crew be assigned to this work immediately and material rushed to the job.

It is recommended that you take any ste steps necessary to keep the farmer supplied with irrigation water as this will tend to be a very dry season and very insufficient water at the best.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock ✓

FORM 9-M-1 10410 500 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

169d

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

March 10, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

MAR 12 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am enclosing a Price Agreement executed by Theodore Arenz covering the construction of the flume on the Dixie-Lime Section. I am also submitting an order for State Force work covering the construction of the same flume.

I recommend that this flume be constructed by State forces as the contractor's estimated amount appears too high, and furthermore it is doubtful if the bridges on the Dixie-Lime Section will be completed on time, and if this flume is constructed by the contractor it will mean a week or ten days further delay in his bridge work as the bridge construction crew would build the flume.

In the event that you can approve the State force work, I will appreciate your arranging with Mr. McCullough's office to order the material needed for the flume and supporting structure immediately as per plan No. 5196.

In the event that you wish the work performed under the Price Agreement by the contractor, please notify immediately in order that the contractor may order the necessary material.

No additional authorization of funds to cover the construction of this flume, will be required.

Very truly yours,

W C Williams

Division Engineer.

WCW:CG
Encl.
cc R. H. Baldock
cc C. B. McCullough

OREGON STATE HIGHWAY COMMISSION

March 8, 1934.

Mr. W. H. Lynch,
District Engineer,
Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

Reference is made to your letter of February 20th, relative to labor complaint on Theo. Arens contract, Dixie-Lime Section, Project Ore. NRM 169-B.

A careful investigation of this complaint has been made. Every man working on the project was personally contacted and we could find no proof to substantiate these claims.

It was found that the contractor has two checking accounts. One being in the Bank of Huntington and the checks are signed by Roy A. Houck. This account is for emergency and convenience and is used whenever a man is laid off, or when men are allowed to draw on their wages between semi-monthly pay days. The other account is on the Canadian Bank of Commerce in Portland and is used to pay the regular semi-monthly payrolls. These checks are signed by Theo. Arens.

Due to lack of evidence it appears that the complaints were unjustified and no action was taken.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

CC to
Mr. Guy V. Lintner

W. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

February 24, 1934

IN REPLY PLEASE
REFER TO FILE NO.

H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

Herewith communication from W. H. Lynch regarding alleged violation of Theodore Arenz' contract with relation to the labor provisions. Please make an immediate investigation in order that I may make an early report to Mr. Lynch.

Very truly yours,

State Highway Engineer

RHB:MC

cc - W. H. Lynch,
District Engr.
Bureau of Public Roads
Portland, Oregon

RECEIVED
FEB 26 1934
OFFICE OF
CONSTRUCTION ENGINEER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

Feb. 20, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

(Dixie - Line)

Dear Sir: Re: Oregon NRH 169-D

We have received a complaint that some of the men on Theo. Arenz' contract on the above project are working in excess of the prescribed thirty hours per week. The payrolls show that the time limitations are being followed. It is alleged that each man is issued two checks, one to cover the time shown on the payroll and another for the overtime. These checks are drawn on the Huntington Bank and are supposed to be signed by Roy L. Houck.

In addition it is claimed that one cat operator was paid at the rate of fifty-five cents per hour.

A complete investigation of this should be made at once. If these claims are found to be true some drastic action will have to be taken. In any event, please report your findings to this office.

Yours very truly,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
FEB 20 1934

March 3, 1934.

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

Reply is made to your letter of March 2nd concerning your check in the amount of $14,069.72 on Estimate No. 3, Dixie-Lime grading job.

This voucher is now in the hands of the State Highway Commissioners for their signatures. The warrant covering this estimate will probably be mailed to you the first part of next week.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HDG:MC

#1484

H. B. G.

This voucher is Down at ~~Eu-ee~~ Eugene.

It was in the ~~buch~~ bunch I sent

yesterday,

NZ

3

March 2, 1934

Mr. Carl W. Smith, Auditor
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Kindly advise me when I may expect check in the amount of $14,069.72 on Estimate No. 5, Job Prefix #1PT, Dixie-Lime Section. This estimate was returned signed to the Salem office on February 14.

Very truly yours,

Theo Arenz

THEODORE ARENZ

TA:H

Jim
advise me where voucher is
HBG

1501

#1484

THEODORE ARENZ
GENERAL CONTRACTOR
516 GUARANTY BUILDING
PORTLAND, OREGON

March 2, 1934

Mr. Carl W. Smith, Auditor
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Kindly advise me when I may expect check in the amount of $14,069.72 on Estimate No. 5, Job Prefix #1PT, Dixie-Lime Section. This estimate was returned signed to the Salem office on February 14.

Very truly yours,

Theo Arenz

THEODORE ARENZ

TA:H

Jim
advise me when voucher is
HBS

1501

February 26, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of February 19th concerning the item of "Class 'A' Concrete" shown in Voucher No. 1 for Bridge No. 1785 on the Dixie-Lime Section, Project No. NRH 169-D.

Apparently, an error was made in describing the item in the agreement estimate where it shows as "Class 'C' Concrete" instead of conforming to the contract item, which is "Class 'A' Concrete" and it has occurred to us, in view of these circumstances, that it may be possible to correct the copies of the agreement estimate which you now have. If this procedure is not possible, we will submit revised copies.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MK

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

February 19, 1934

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is to initial voucher for Oregon Public Works Project NRH 169-D, covering period from August 29, 1933, to January 10, 1934, submitted in amount of $63,005.17.

The voucher shows Class "A" concrete on Bridge No. 1785 while the estimate shows no such concrete. If this is an error in describing the kind of concrete used, please correct on future vouchers. If Class "A" has been used, it will be necessary either to claim this item as a contingency on final voucher or to submit a substitute estimate for auditing vouchers, showing Class "A" concrete on Bridge No. 1785.

As the amount involved is small, we are recommending the voucher for payment as submitted.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

FORM S-H-1 10410 500 7-30

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169d

February 12, 1934.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. [illegible] G. Smith

Dear Sir:

With further reference to the construction of an over-head flume for an irrigation ditch on the Dixie-Lime Section, I believe I should be furnished with the design of this flume at an early date.

Owing to the lack of snow during the present winter, it is very probable that irrigation will be started early, and the flume in question should be in place at least by April 1st. Will you kindly bring this to Mr. McCullough's attention?

Very truly yours,

W C Willia

Division Engineer.

WCW:CC

cc R. H. Baldock

#1494

C. N. LAUGHRIGE, CHIEF DEPUTY

169-D

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

January 6, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen:

There is enclosed for your information a copy of a letter from E. L. McDougal advising that the claim of Poole & McGonigle, Inc. against the bond taken from Theodore Arenz in the amount of $11928.06 has been paid with the exception of $500.00.

Yours very truly,

Hal E Hoss

Secretary of State

HM
enc. 1

COPY

Law Office of
E. L. MC DOUGAL
1401-1437 American Bank Building
Portland, Oregon

January 5, 1934

Secretary of State, and
State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: State Highway Contract No. 1494
(Construction of bridges, etc. on
Old Oregon Trail Highway, Baker
County, Oregon) Our File #17828.
Poole & McGonigle, Inc. v. Arenz

This is to advise you that in connection with the filing of claim against the bond of Mr. Theodore Arenz under date of December 12th, which claim was in the amount of $11,928.06 and for which notice of claim wasfiled, Mr. Arenz has paid this account with the exception of $500.00, and we have his assurance that this amount of $500.00 will be paid shortly.

Yours very truly,

E. L. MC DOUGAL

ELM:EK

RECEIVED

#1494

169D

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL B. JONES
LAWRENCE LISTER

January 5, 1934

RECEIVED
JAN 6 - 1934
OREGON
STATE HIGHWAY COMMISSION

Secretary of State, and
State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen:

Re: State Highway Contract No. 1494
(Construction of bridges, etc. on
Old Oregon Trail Highway, Baker
County, Oregon) Our File #17880.
Poole & McGonigle, Inc. v. Arens

COPY

This is to advise you that in connection with the filing of claim against the bond of Mr. Theodore Arens under date of December 18th, which claim was in the amount of $11,928.06 and for which notice of claim was filed, Mr. Arens has paid this account with the exception of $500.00, and we have his assurance that this amount of $500.00 will be paid shortly.

Yours very truly,

E. L. MC DOUGAL

RLM:KK

#1494

169-D

December 14, 1935

United States Fidelity & Guaranty Co.
C/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are attaching a copy of Notice of Claim which has been filed by Poole & McGonigle against the bond furnished by Theodore Arens in connection with contract No. 1494 covering bridge construction on the Dixie-Lime Section of the Old Oregon Trail in Baker County. You will note this claim amounts to $11,928.06 and represents material furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Theodore Arens
516 Guaranty Bldg.
Portland, Oregon

December 14, 1933

Hal. E. Hoss
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your communication of December 13th with attached copies of Notice of Claim which has been filed by Poole & McGonigle against the bond taken from Theodore Arens in connection with State Highway Contract No. 1494 which was awarded to Mr. Arens for bridge construction on the Dixie-Lime Section of the Old Oregon Trail in Baker County. This claim represents material furnished and amounts to $11,[illegible].

In accordance with our usual practice we are today sending the surety and the contractor a copy of this notice.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED

December 13, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Poole & McGonigle, Inc. for materials furnished in the amount of $11928.06 against the bond taken from Theodore Arens, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Dixie Line Section of the Old Oregon Trail, State Highway contract No. 1494.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

NOTICE

TO: THE STATE OF OREGON,
SECRETARY OF STATE, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, POOLE & MC GONIGLE, INC., a corporation, have a claim for material furnished, to-wit: structural steel and material for assembling the same, said material being furnished Theodore Arens of Portland, Oregon, in the sum of ELEVEN THOUSAND NINE HUNDRED TWENTY-EIGHT AND 6/100 DOLLARS ($11,928.06), against the bond taken from the United States Fidelity & Guaranty Company, a corporation, wherein Theodore Arens is Principal, and the United States Fidelity & Guaranty Company, a corporation, is surety, upon such bond for the construction of five bridges and a culvert on the Dixie Line Section of the Old Oregon Trail Highway in Baker County, Oregon, said contract being known as State Highway Contract No. 1494.

DATED at Portland, Oregon, this 12th day of December, 1933.

POOLE & MC GONIGLE, INC.

By E. L. MC DOUGAL
Vice-President.

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH)

I, E. L. McDougal, being first duly sworn on oath depose and state: that I am the vice-President of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McGonigle, Inc., a corporation, in connection with material furnished for the construction of five bridges and a culvert on the Dixie Line Section of the Old Oregon Trail Highway in Baker County, Oregon, said contract being known as State Highway Contract No. 1494.

E. L. MC DOUGAL

Subscribed and sworn to before me this 12th day of December, 1933.

(SEAL)

P. E. GARDNER
Notary Public for Oregon.

My commission expires May 28, 1934

NOTICE

Endorsed: File No. 2373
Filed December 13, 1933
HAL E. HOSS,
Secretary of State

#1494

169h

December 13, 1933

United States Fidelity & Guaranty Co.
C/o C. O. Price, Manager
Porter Building
Portland, Oregon

Gentlemen:

We are in receipt of information to the effect that Poole & McGonigle have a claim amounting to $11,928.08 against the bond taken from Theodore Arens in connection with State Highway Contract No. 1494 which was awarded to Mr. Arens for bridge construction on the Dixie-Lime Section of the Old Oregon Trail in Baker County. This claim represents structural steel and material for assembling same furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MG

cc - Theodore Arens
516 Guaranty Building
Portland, Oregon

December 13, 1933

E. L. McDougal,
Attorney at Law
1401-1437 American Bank Bldg.
Portland, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of December 12th with enclosed affidavit of the claim of Poole & McGonigle against Theodore Arens for materials furnished in connection with state highway contract No. 1494 which was awarded to Mr. Arens for bridge construction on the Dixie-Lime Section of the Old Oregon Trail in Baker County.

We are making note of this claim in our records of this project.

Yours very truly
State Highway Commission

By

HBG:MC

Secretary

LAW OFFICES OF
E. L. McDOUGAL
1401-1437 AMERICAN BANK BUILDING
PORTLAND, OREGON

E. L. McDOUGAL
RANDALL S. JONES
LAWRENCE LISTER

December 12, 1933

State Highway Commission
State of Oregon
Salem, Oregon

Gentlemen: Re: State Highway Contract #1494 - Construction of Five Bridges and Culvert - Dixie Line Section of Old Oregon Trail Highway, Baker County, Oreg. Theodore Arenz (Our No. 17828)

Enclosed herewith please find Notice of claim of Poole & McGonigle Inc. against Theodore Arenz for material furnished in connection with the above contract.

Please be good enough to file this Notice and acknowledge receipt of the same. We are filing a like claim with the Secretary of State.

Yours very truly,

E. L. MC DOUGAL

ELM:EK
ENCL.

---

surety, upon such bond for the

and a culvert on the Dixie Line Section of the Old Oregon Trail Highway in Baker County, Oregon, said contract being known as State Highway Contract No. 1494.

DATED at Portland, Oregon, this 12th day of

NOTICE

TO: THE STATE OF OREGON,
SECRETARY OF STATE, and
OREGON STATE HIGHWAY COMMISSION:

NOTICE IS HEREBY GIVEN that the undersigned, POOLE & McGONIGLE, INC., a corporation, have a claim for material furnished, to-wit: structural steel and material for assembling the same, said material being furnished Theodore Arenz of Portland, Oregon, in the sum of ELEVEN THOUSAND NINE HUNDRED TWENTY-EIGHT AND 6/100 DOLLARS ($11,928.06), against the bond taken from the United States Fidelity & Guaranty Company, a corporation, wherein Theodore Arenz is Principal, and the United States Fidelity & Guaranty Company, a corporation, is surety, upon such bond for the construction of five bridges and a culvert on the Dixie Line Section of the Old Oregon Trail Highway in Baker County, Oregon, said contract being known as State Highway Contract No. 1494.

DATED at Portland, Oregon, this 12th day of December, 1933.

POOLE & McGONIGLE, INC.

By ____________________ Vice-President.

STATE OF OREGON,)
) ss.
COUNTY OF MULTNOMAH)

I, E. L. McDOUGAL, being first duly sworn on oath depose and state: that I am the vice-president of Poole & McGonigle, Inc., a corporation, and that the foregoing Notice is a true and correct notice and statement of the account of Poole & McGonigle, Inc., a corporation, in connection with material furnished for the construction of five bridges and a culvert on the Dixie Line Section of the Old Oregon Trail Highway in Baker County, Oregon, said contract being known as State Highway Contract No. 1494.

E. L. McDougal

Subscribed and sworn to before me this 12th day of December, 1933.

P. T. Gardner

Notary Public for Oregon.
MY COMMISSION EXPIRES MAY 28, 1934

FORM 9-H-1 5879 5M 10-32

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,
SALEM.

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

129 d

November 25, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
NOV 27 1933
OREGON
STATE HIGHWAY COMMISSION

Attention: Mr. H. G. Smith

Dear Sir:

I have your letter relative to the over-head flume on the Dixie-Lime Section. There is no reason for rushing the construction of this flume as long as we make certain that the same is in place for the beginning of the irrigation season. This will be about April 1st, but of course some time must be allowed for negotiating with the contractor for a Price Agreement, and time for construction.

Very truly yours,

W C Williams

Division Engineer.

WCW:GG

cc R. H. Baldock.

FORM 2-A-1 10168 10M 7-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

1497

November 24, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Your letter relative to the overhead flume on the Dixie-Lime Section of the Old Oregon Trail Highway has been received and noted. The overhead flume has been approved and the Bridge Department will make up the plans just as soon as possible but now they are swamped with other more important work. We can see no reason for the rush in constructing the flume.

Will you please advise if there are any reasons why it should be built immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by

Chas. E. Low
H.

CC to
R.H. Baldock

PR-169D

Agr-15486

d

Form P. R. 2

State Oregon

Project No. [illegible] 169, Section D.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of October, 1933 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73d Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the 16th day of April, 1931, a project statement, which was approved by the Secretary on the 6th day of May, 1931, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D of said project which were recommended for approval by the United States District Engineer on the 8th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred fifty-seven thousand, ninety-one and 82/100 dollars ($157,091.82) as the share of the United States payable under said act on account of Section D of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5516

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under provisions of National Industrial Recovery Act.

(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1862+40, in the S. E. 1/4 of Sec. 4, T. 13 S., R. 44 E., W.M., and survey station 2078+50, in the S. E. 1/4 of Sec. 27, T. 13 S., R. 44 E., W.M., at the north end of Section C of said project.

, length 4.089 miles, in Baker County, being Section D of Oregon National Recovery Highway project No. NRH 169, consisting of 3.978 miles of roadway and 5 bridges, each of more than 20 feet clear span, 0.111 of a mile in length known locally as the Dixie-Lime Section, Old Oregon Trail, between official control points La Grande and Ontario.

PORTLAND ORE
NOV 16 1933
ROADS

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D of said project shall not in any event exceed the sum of one hundred fifty-seven thousand, ninety-one and 62/100 dollars ($ 157,091.62), certified to the Secretary of the Treasury as above mentioned, which is ~~not to exceed the authorized Federal pro rata share of~~

~~dollars ($~~)the approved total estimated cost of Section D of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 7th day of Nov, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture
~~Secretary of Agriculture~~xxx

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. [illegible] 169-D, State of Oregon

Second. That in accordance with said provisions I have approved the sum of $157,091.82 as the total estimated cost of said project, and the sum of $157,091.82 as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

Done at the city of Washington, this 7th day of November one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture~~
By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931

169-d

IDAHO POWER COMPANY

BOISE, IDAHO

E. C. KIERSTED
SPECIAL AGENT

37-15-A
October 20, 1933

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Mr. Baldock:

This will acknowledge receipt of yours of October 18 in regard to certain changes in our line location in the Dixie-Lime Section of your Old Oregon Trail Highway, and to say that we shall promptly contact your Mr. H. J. Miller, Resident Engineer, at Huntington, in further relation.

We expect to have our men on the job very early in the week beginning October 23.

Very truly,

E. C. Kiersted,

Special Agent.

ECK:LR
cc: Mr. H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

RECEIVED
OCT 2[illegible] 1933
OREGON
STATE HIGHWAY COMMISSION

October 16, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of August 31st, concerning Project NRM-169-B (Dixie-Lime Section), in which letter you ask for a statement regarding our plans for the surfacing of the project.

The contract for the grading work calls for the topping of the roadbed with gravel and for the placing thereon of a surfacing constructed of materials salvaged from the old road. No further surfacing of the project is as yet programed, but under the usual policy of the Highway Commission, it is reasonable to expect that a bituminous macadam wearing surface will be provided within not to exceed two years of the completion of present contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
1 - 1933
OREGON

August 31, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Would you please furnish a statement regarding your plans for surfacing Oregon NRH-169-D.

As roadway length should be shown to thousandths and all extra figures dropped, we believe the roadway length of this project should be 3.977 miles, and throwing the extra figures into the bridge length gives 0.112 mile for bridges. Please advise if you do not check us.

We should have copies of easement from the railroad company covering the encroachments on their right-of-way.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Canfield
L. J. Canfield
Highway Engineer.

August 31, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Would you please furnish a statement regarding your plans for surfacing Oregon NRH-169-D.

As roadway length should be shown to thousandths and all extra figures dropped, we believe the roadway length of this project should be 3.977 miles, and throwing the extra figures into the bridge length gives 0.112 mile for bridges. Please advise if you do not check us.

We should have copies of easement from the railroad company covering the encroachments on their right-of-way.

Very truly yours,

W. H. LYNCH
District Engineer

By ______________
L. J. Caufield
Highway Engineer.

FORM 5-8-1 5975 3M 10-33

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
CARL G. WASHBURNE, EUGENE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

169 d

October 15, 1933.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. ~~H.~~ G. Smith

Dear Sir:

On the Dixie-Lime Section there are three power poles and three guys belonging to the Idaho Power Company, which must be moved. These poles and guys are located on private land, and hence it appears necessary that the State Highway Commission bear the cost of moving the poles and guys. I will appreciate your advising the Idaho Power Company immediately that the poles are to be moved at the expense of the State of Oregon. The power company is withholding moving of these poles until they are assured the State will bear the expense.

These poles are situated as follows:

Opposite	station	1909+25	1 guy
"	"	1918	1 guy
"	"	1933+10	2 poles
"	"	2060	1 guy
"	"	2064	1 pole

Very truly yours,

W C Williams

Division Engineer.

WCW:OW

cc R. H. Baldock.

NOTED
State Highway Engineer

RECEI
OCT 17 193
OREGON
STATE HIGHWAY C

169D

September 27, 1933

Mr. Theo. Arenz
Guaranty Building
Portland, Oregon

Dear Sir:

We are sending you by express an executed copy of the contract recently awarded to you by the State Highway Commission for the grading of the Dixie-Lime Section of the Old Oregon Trail in Baker County.

This copy is for your records and files.

Very truly yours

Secretary

AJ

1695

September 14, 1933

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

Your contract for grading the Dixie-Lime Section and also the contract for the construction of bridges on the Dixie-Lime Section, provides that ex-service men with dependents may be hired without regard to the employment lists furnished by the designated employment agencies.

Under a new regulation of the U. S. Bureau of Public Roads, ex-service men with dependents must be registered with the National Reemployment Service or one of the designated employment agencies.

The National Reemployment Service will furnish each ex-service man with an identification card which will constitute proof of his eligibility. The identification card will bear a serial number which must be entered on the labor payroll under the heading "Is Employee a Veteran with Dependents?"

Although the above mentioned regulation is not a requirement of your contracts, we would appreciate your cooperation in having such ex-service men as you employ register with the National Reemployment Service.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by R. Alvick/L.

cc W. A. Reeves

169-D

September 13, 1933

Mr. Theodore Arens
516 Guaranty Building
Portland, Oregon

Dear Sir:

Herewith for your records and files is an executed copy of the contract recently awarded to you by the State Highway Commission for the construction of five bridges and one culvert on the Dixie-Lime Section of the Old Oregon Trail in Baker County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

September 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of August 31st, concerning the length of Project No. NRH-169-D.

From our computations, we find the length of roadwork, 21,004.2 feet or 3.978 miles; length of five bridges, - 589.9 feet or 0.111 miles; total length, - 21,594.1 feet or 4.089 miles.

In checking over the plans, we find that the bridge, given correctly on the profile at(Sta. 2065+32.7 - 2066+32.3) is shown incorrectly on the plan as Sta. 2065+32.5 - 2066+32.5. It has occurred to us that the discrepancy in our computations may be the result of your use of the incorrect station limits for this bridge.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

169d

August 29, 1933

Mr. H. J. Miller
Resident Highway Engineer
Baker, Oregon

Dear Sir:

On the day that work is started on the Theodore Arens contract for the grading of the Dixie-Lime Section of the Old Oregon Trail, and, likewise, when work is started on the Morrison-Knudsen Company job for bituminous macadam construction on the Durkee-Gales and Lime-Huntington Sections of the Old Oregon Trail, you will please wire W. H. Lynch, District Engineer, U. S. Bureau of Public Roads at Portland, advising him of the commencement of the work. In your wire, the Dixie-Lime Section should be referred to as contract fourteen eighty-four, National Recovery Highway Project one sixty-nine D, and the Durkee-Gales and Lime-Huntington Sections should be referred to as contract fourteen ninety-three, National Recovery Highway Projects sixty-six and one sixty-nine B and C.

Work on the project will be considered to have started on the day that camp erection or any other work of a manual nature is commenced at the site of the project. The date of commencement of work, as later shown on the monthly and final estimates, must be the same as that used in your notice to Mr. Lynch.

A confirmation copy of your wire to Mr. Lynch should be sent to the Salem Office by mail.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. C. Williams

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Dixie-Lime Section, Project No. NRH 169-D.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-169-D

THREE-LANE SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 28, 1933.

ROADWAY

Grading

All Required		Clearing and Grubbing		$ 2,000.00
117,000	cu. yds.	Common Excavation	$ 0.31	36,270.00
87,000	cu. yds.	Solid Rock Excavation	0.31	26,970.00
268,000	yd. stas.	Overhaul	0.015	4,020.00
40,000	yd. mi.	Truck Haul	0.12	4,800.00
180	lin. ft.	18-inch Culvert Pipe	2.00	360.00
200	lin. ft.	24-inch Culvert Pipe	3.00	600.00
60	lin. ft.	36-inch Culvert Pipe	5.00	300.00
110	lin. ft.	18-inch Asphalt Coated Corr. Siphon Pipe	2.00	220.00
700	lin. ft.	Salvaging Culvert Pipe	0.50	350.00
1,600	lin. ft.	Salvaging Guard Fence	0.05	80.00
660	cu. yds.	Riprap	2.00	1,320.00
27,000	cu. yds.	Gravel Topping	0.30	8,100.00
27,000	yd. mi.	Hauling Gravel Topping	0.12	3,240.00
4,300	cu. yds.	Salvaging Surfacing Materials	0.40	1,720.00
3,100	yd. mi.	Hauling Salvaged Materials	0.12	372.00
1,600	cu. yds.	Stockpiling and Reloading Salvaged Materials	0.25	400.00
750	M-Gals.	Sprinkling	1.50	1,125.00
				$ 91,937.00

Culvert, Sta. 1889+50 (Dr. No. 1934)

60	cu. yds.	Culvert Excavation	$ 2.25	$ 135.00
56	cu. yds.	Class "A" Concrete	18.50	1,036.00
5,600	lbs.	Metal Reinforcement	0.05	280.00
				$ 1,451.00

Sub-total	$ 93,388.00
10% Engr. & Cont.	9,338.80
Total, Roadway........	$ 102,726.80

BRIDGES OVER 20 FT.

Bridge, No. 1784, Station 1896

55	cu. yds.	Excavation	$ 2.25	$ 123.75
5	cu. yds.	Excavation below Plans	3.50	17.50
66	cu. yds.	Class "B" Concrete	18.50	1,221.00
22	cu. yds.	Class "A" Concrete	18.50	407.00
100	cu. yds.	Class "D" Concrete	18.50	1,850.00
23,000	lbs.	Metal Reinforcement	0.05	1,150.00
14	M-FBM	Treated Timber	80.00	1,120.00
77,000	lbs.	Structural Steel	0.055	4,235.00
240	lin. ft.	Composite Handrail	3.00	720.00
				$ 10,844.25

Bridge, No. 1785, Station 1920

45	cu. yds.	Excavation	$ 2.25	$ 101.25
5	cu. yds.	Excavation below Plans	3.50	17.50
92	cu. yds.	Class "B" Concrete	18.50	1,702.00
15	cu. yds.	Class "C" Concrete	18.50	277.50
100	cu. yds.	Class "D" Concrete	18.50	1,850.00
24,000	lbs.	Metal Reinforcement	0.05	1,200.00
20	M-FBM	Treated Lumber	80.00	1,600.00
42,000	lbs.	Structural Steel	0.055	2,310.00
268	lin. ft.	Composite Handrail	3.00	804.00
				$ 9,862.25

Bridge, No. 1786, Station 1940

54	cu. yds.	Excavation	$ 2.25	$ 121.50
5	cu. yds.	Excavation below Plans	3.50	17.50
54	cu. yds.	Class "B" Concrete	18.00	972.00
15	cu. yds.	Class "A" Concrete	18.00	270.00
90	cu. yds.	Class "D" Concrete	18.00	1,620.00
22,000	lbs.	Metal Reinforcement	0.05	1,100.00
13	M-FBM	Treated Lumber	80.00	1,040.00
52,000	lbs.	Structural Steel	0.055	2,860.00
228	lin. ft.	Composite Handrail	3.00	684.00
All Required		Removal of Old Bridge and Maintenance of Traffic		350.00
				$ 9,035.00

Bridge, No. 1787, Station 2007

55	cu. yds.	Excavation	$ 2.25	$ 123.75
5	cu. yds.	Excavation below Plans	3.50	17.50
70	cu. yds.	Class "B" Concrete	18.00	1,260.00
22	cu. yds.	Class "A" Concrete	18.00	396.00
100	cu. yds.	Class "D" Concrete	18.00	1,800.00
25,000	lbs.	Metal Reinforcement	0.05	1,250.00
16	M-FBM	Treated Lumber	80.00	1,280.00
77,000	lbs.	Structural Steel	0.055	4,235.00
248	lin. ft.	Composite Handrail	3.00	744.00
				$ 11,106.25

Bridge, No. 1808, Station 2045

55	cu. yds.	Excavation	$ 3.50	$ 192.50
5	cu. yds.	Excavation below Plans	3.50	17.50
28	cu. yds.	Class "B" Concrete	18.00	504.00
22	cu. yds.	Class "A" Concrete	18.00	396.00
100	cu. yds.	Class "D" Concrete	18.00	1,800.00
22,000	lbs.	Metal Reinforcement	0.05	1,100.00
10	M-FBM	Treated Lumber	80.00	800.00
53,000	lbs.	Structural Steel	0.055	2,915.00
250	lin. ft.	Composite Handrail	3.00	750.00
				$ 8,475.00

Sub-total	$ 49,422.75
10% Engr. & Cont.	4,942.27
Total, Bridges	$ 54,365.02

Length of Roadwork	3.978 miles
" " 5 Bridges	0.111 "
Total length	4.089 "
Cost per mile	$ 25,823.73

National Recovery Highway Funds Requested:

Roadwork	$ 102,726.80
Bridges	54,365.02
Total	$ 157,091.82

Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 169-D, Dixie-Lime bridges, to Theo Arenz, who submitted the low bid of $50,873.75.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. I

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 169-D, Dixie-Lime grading, to Theo Arenz, who submitted the low bid of $91,937.00.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 8, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 169-D, the Dixie-Lime section of the Old Oregon Trail, 3.977 miles of grading and 0.112 miles of bridges, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

August 5, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of revised estimate for the Dixie-Lime Section, Project No. NRH-169-D.

Five bid proposals and five blueprint copies of Sheets No. 2 and 10 of the plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/RR

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH 169-B

DIXIE-LIME SECTION OF THE

OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon. Aug. 6, 19[illegible]

ROADWAY

Grading

All Required		Clearing and Grubbing		$ 900.00
117,000	cu. yds.	Common Excavation	$ 0.20	23,400.00
87,000	cu. yds.	Solid Rock Excavation	0.60	52,200.00
260,000	yd. sta.	Overhaul	0.02	5,200.00
40,000	yd. mile	Trunk Haul	0.12	4,800.00
380	lin. ft.	18-inch Culvert Pipe	1.50	[illegible]
[illegible]	lin. ft.	24-inch Culvert Pipe	2.50	[illegible]
60	lin. ft.	36-inch Culvert Pipe	4.50	[illegible]
110	lin. ft.	10-inch Asphalt Coated Corr. Siphon Pipe	2.50	275.00
700	lin. ft.	Salvaging Culvert Pipe	0.50	350.00
1,800	lin. ft.	Salvaging Guard Fence	0.05	90.00
500	cu. yds.	Riprap	1.00	500.00
27,000	cu. yds.	Gravel Topping	0.35	9,450.00
27,000	yd. mile	Hauling Gravel Topping	0.12	3,240.00
4,300	cu. yds.	Salvaging Surfacing Materials	0.60	2,580.00
3,100	yd. mile	Hauling Salvaged Materials	0.12	372.00
1,600	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.30	480.00
750	M-Gal.	Sprinkling	2.00	1,500.00
				$ [illegible]

Culvert, Sta. 1889+50

60	cu. yds.	Culvert Excavation	$ 2.00	$ 180.00
56	cu. yds.	Class "A" Concrete	18.00	1,008.00
5,600	lbs.	Metal Reinforcement	0.06	[illegible]
				$ 1,400.00

Sub-total	$ 107,845.00
10% Engr. & Cont.	10,784.50
Total, Roadway	$ 118,629.50

BRIDGES OVER 20 FT.

Bridge, Sta. 1896

55	Cu. yds.	Excavation	$ 2.00	$ 110.00
5	Cu. yds.	Excavation below Plans	4.00	20.00
64	Cu. yds.	Class "B" Concrete	18.00	1,152.00
22	Cu. yds.	Class "A" Concrete	19.00	418.00
100	Cu. yds.	Class "D" Concrete	18.00	1,800.00
23,000	lbs.	Metal Reinforcement	0.05	1,150.00
14	M-FBM	Treated Timber	80.00	1,120.00
77,000	lbs.	Structural Steel	0.055	4,235.00
240	lin. ft.	Composite Handrail	3.00	720.00
				$ 10,761.00

Bridge, Sta. 1930

45	Cu. yds.	Excavation	$ 2.00	$ 90.00
5	Cu. yds.	Excavation below Plans	5.00	25.00
[illegible]	Cu. yds.	Class "B" Concrete	18.00	[illegible]
15	Cu. yds.	Class "A" Concrete	19.00	285.00
100	Cu. yds.	Class "D" Concrete	18.00	1,800.00
26,000	lbs.	Metal Reinforcement	0.05	1,300.00
20	M-FBM	Treated Lumber	80.00	1,600.00
42,000	lbs.	Structural Steel	0.055	2,310.00
268	lin. ft.	Composite Handrail	3.00	804.00
				$ [illegible]

Bridge, Sta. 1940

54	Cu. yds.	Excavation	$ 2.00	$ 108.00
5	Cu. yds.	Excavation below Plans	5.00	25.00
54	Cu. yds.	Class "B" Concrete	18.00	972.00
15	Cu. yds.	Class "A" Concrete	19.00	285.00
90	Cu. yds.	Class "D" Concrete	18.00	1,620.00
22,000	lbs.	Metal Reinforcement	0.05	1,100.00
13	M-FBM	Treated Lumber	80.00	1,040.00
52,000	lbs.	Structural Steel	0.055	2,860.00
228	lin. ft.	Composite Handrail	3.00	684.00
All Required		Removal of Old Bridge and Maint. of Traffic		500.00
				$ 9,194.00

Bridge, Sta. 2007

55	cu. yds.	Excavation	$ 2.00	$ 110.00
5	cu. yds.	Excavation below Plans	5.00	25.00
70	cu. yds.	Class "B" Concrete	18.00	1,260.00
22	cu. yds.	Class "A" Concrete	19.00	418.00
100	cu. yds.	Class "B" Concrete	18.00	1,800.00
25,000	lbs.	Metal Reinforcement	0.06	1,500.00
16	M-FBM	Treated Lumber	80.00	1,280.00
77,000	lbs.	Structural Steel	0.055	4,235.00
248	lin. ft.	Composite Handrail	3.00	744.00
				$ 11,372.00

Bridge, Sta. 2066

55	cu. yds.	Excavation	$ 2.00	$ 110.00
5	cu. yds.	Excavation below Plans	5.00	25.00
28	cu. yds.	Class "B" Concrete	18.00	504.00
22	cu. yds.	Class "A" Concrete	19.00	418.00
100	cu. yds.	Class "B" Concrete	18.00	1,800.00
22,000	lbs.	Metal Reinforcement	0.05	1,100.00
10	M-FBM	Treated Lumber	80.00	800.00
50,000	lbs.	Structural Steel	0.055	2,750.00
250	lin. ft.	Composite Handrail	3.00	750.00
				$ 8,257.00

Sub-total	$ 49,369.00
10% Engr. & Cont.	4,936.90
Total, Bridges	$ 54,305.90

Length of Roadwork	3.978 miles
" " 5 Bridges	0.111 "
Total length	4.089 "
Cost per mile	$ 29,821.39

National Recovery Highway Funds Requested:

Roadwork	$ 118,629.50
Bridges	54,305.90
Total	$ 172,935.40

PR 169 D

July 27, 1933

Mr. W. C. Williams
Highway Division Engineer
La Grande, Oregon

Dear Sir:

In reply to your letter of July 25th, we have assigned Prefix 1 FF to the grading of the Dixie-Lime Section of the Old Oregon Trail Highway in Baker County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. E. Parsons/HR

SIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 25, 1933.

169 D

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 26 1933
OREGON

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Attention: Mr. S. H. Probert

1 PT

Dear Sir:

Will you please advise the construction prefix to be assigned to the Dixie-Lime Grading Project. H. J. Miller, Resident Engineer, has spent some time on the project during the current month, the work performed being retracing the center line in order to set right of way stakes, etc.

Very truly yours,

W C Williams

WCW:OW

Division Engineer.

July 20, 1933.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans and two copies of special provisions for the Dixie-Lime Section, N. R. H. Project No. 169-D. Five blue-print sets of plans are being sent under separate cover.

The P. S. & E. papers for Project No. 169-D were sent to you sometime ago, but due to a change in the north end of the project, the revised documents being sent today are to replace those which you now have.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery
Highway Proj. No. NRH 169-B

DIXIE-LIME SECTION OF THE
OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany ~~grading~~ plans. Not as basis for project agreement.)

Grading Roadway

Salem, Oregon, Aug ~~July 20~~, 1933.

All Required		Clearing and Grubbing		$ 600.00
117,000	cu. yds.	Common Excavation	$ 0.20	23,400.00
87,000	cu. yds.	Solid Rock Excavation	0.60	52,200.00
263,000	yd. sta.	Overhaul	0.02	5,260.00
40,000	yd. mile	Truck Haul	0.12	4,800.00
180	lin. ft.	18-inch Culvert Pipe	1.50	270.00
200	lin. ft.	24-inch Culvert Pipe	2.50	500.00
60	lin. ft.	36-inch Culvert Pipe	4.50	270.00
110	lin. ft.	18-inch Asphalt Coated Corr. Siphon Pipe	2.50	275.00
700	lin. ft.	Salvaging Culvert Pipe	0.50	350.00
1,800	lin. ft.	Salvaging Guard Fence	0.05	90.00
500	cu. yds.	Riprap	1.00	500.00
27,000	cu. yds.	Gravel Topping	0.28	7,560.00
27,000	yd. mile	Hauling Gravel Topping	0.12	3,240.00
4,500	cu. yds.	Salvaging Surfacing Materials	0.60	2,700.00
3,100	yd. mi.	Hauling Salvag'd Materials	0.12	372.00
2,400	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.20	480.00
750	M-Gal.	Sprinkling	2.00	1,500.00
			Sub-total	$ 106,437.00
			10% Engr. & Cont.	10,643.70
			Total..................	$ 117,080.70

Length of Roadwork	3978	3.977 miles
" " Bridges		0.112 "
Total length		4.089 "
Cost per mile		$ 29,439.45

~~Public Works Highway Funds Requested~~ $ 117,080.70

June 23, 1933

Mr. W. A. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate accompanying plans and five sets of special provisions for the Dixie-Lime Section, Project No. 169-B. Two blueprint sets of plans and one set of original cross-sections for this work are being sent under separate cover. The three additional sets of plans will be mailed to you to-morrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Hugh/MR

Encl.

Oregon State Highway Department

Federal Public Works
Highway Project No. 244-D
169-D

DURKEE-LIME SECTION OF THE OLD OREGON TRAIL IN BAKER COUNTY

(Estimate to accompany grading plans. Not as basis for project agreement.)

Salem, Oregon, June 23, 1933.

All Required		Clearing & Grubbing		$ 1,200.00
150,000	cu. yds.	Common Excavation	$0.20	30,000.00
135,000	cu. yds.	Solid Rock Excavation	0.60	81,000.00
400,000	yd. sta.	Overhaul	0.02	8,000.00
60,000	yd. mi.	Truck Haul	0.12	7,200.00
180	lin. ft.	18" Culvert Pipe	1.50	270.00
200	"	24" " "	2.50	500.00
140	"	36" " "	4.50	630.00
110	"	18" Asphalt Coated Corr. Siphon Pipe	2.50	275.00
1,100	"	Salvaging Culvert Pipe	0.50	550.00
2,800	lin. ft.	Salvaging Guard Fence	0.05	140.00
600	cu. yds.	Rip rap	1.00	600.00
34,000	cu. yds.	Gravel Topping	0.35	11,900.00
34,000	yd. mi.	Hauling Gravel Topping	0.12	4,080.00
7,000	cu. yds.	Salvaging Surfacing Materials	0.60	4,200.00
4,200	yd. mi.	Hauling Salvaged Materials	0.12	504.00
2,200	cu. yds.	Stockpiling & Reloading Salvaged Materials	0.30	660.00
1,000	M. Gal.	Sprinkling	2.00	2,000.00
		Sub-total		$153,709.00
		10% Engr. & Cont.		15,370.90
		Total		$169,079.90

Length of Roadwork	5.282 miles
" " Bridges	0.141 "
Total length	5.423 "
Cost per mile	$32,010.58

Public Works Highway Funds Requested $169,079.90

SPECIAL PROVISIONS

Dixie-Lime, Grading

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 5.41 miles of highway roadbed on the Dixie-Lime Section of the Old Oregon Trail in Baker County.

The west end of the project is at Station 1792+00, which station is approximately one-half mile west of Dixie store and camp ground and about thirty-six miles east of the City of Baker. The east end of the project is at Station 2078+50, which station is approximately 1,000 feet west of the cement mill at Lime.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than May 31, 1934.

CLEARING AND GRUBBING

Specifications:

The clearing and grubbing work shall be performed in accordance with the standard specification for "clearing and grubbing" as given in Section 7 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Areas to Be Cleared and Grubbed:

The clearing and grubbing work to be performed for the lump sum price bid for "Clearing and Grubbing" shall be the clearing and grubbing of only such areas (but all of such areas) as are to be occupied by embankments, borrow pits, roadbed excavations and excavations for culverts, drains, channel changes and diversion ditches.

EXCAVATION AND EMBANKMENT CONSTRUCTION

Specifications:

All excavation and embankment construction work shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All excavation shall be classified in accordance with the two classification basis of classification described in said Section 8 of the standard specification form.

Selection of Materials for use in Upper Portions of Embankments:

Where the excavated materials which would normally go into the upper portions of an embankment are considered by the engineer to be unsuitable for use in that part of the embankment, the upper portions of the embankments shall be constructed of gravel, talus, or other suitable material obtained from such roadbed excavations or borrow excavations as the engineer may direct, and, in order that suitable materials may be conveniently available for such purposes, the contractor shall, where so ordered by the engineer, postpone the grading of the roadbed through deposits of gravel, talus, and other suitable materials until embankments, which the engineer desires to have topped with those materials, are in place and ready to receive them.

Payment for whatever work and expense may be involved in constructing the upper portions of embankments, as above specified, and in otherwise executing any or all of the provisions given in the preceding paragraph shall be understood to be included and covered in the prices bid for the excavation and hauling items applying generally to the construction of the roadbed, and no separate or additional payments for any part of the work involved will be made.

Selection of Materials for Use in Slopes Exposed to Erosive Action:

The outer portions of embankments which are exposed to erosion by stream flow or other erosive action, shall, unless otherwise ordered by the engineer, be constructed of rock obtained from such of the roadbed excavations in the vicinity as the engineer may designate and direct. The slopes of channel change excavations shall also be protected by having deposited upon them rock obtained from the roadbed excavations.

Payment for whatever work and expense may be involved in constructing the outer portions of embankments as above specified, in depositing rock on the slopes of channel changes, and in executing any or all of the provisions given in the preceding paragraph, shall be understood to be included and covered in the prices bid for the excavation and hauling items applying generally to the construction of the roadbed, and no separate or additional payments for any part of the work involved will be made.

Compaction of Embankments:

Embankments shall be built-up in horizontal layers having uniform thicknesses not greater than eight (8) inches, and each layer shall be separately and thoroughly compacted by means of heavy tamping rollers, by means of tractors having wheels equipped with tamping lugs or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained, and the placing of the successive layer of embankment material shall, under no circumstances, be commenced until that condition is fulfilled.

Where, on account of the presence of solid rock in the embankment materials or on account of the embankment materials being clean gravel or sand, compaction by the methods above described is ineffective, compacting by those methods may, if the engineer approves, be dispensed with. In such case, however, the placing of the materials in horizontal layers will be required, the thickness of the layers to be as the engineer may order but not greater than two (2) feet.

CULVERT PIPE

Types of Pipe to Be Furnished:

In bidding on the culvert pipe items, the contractor will be expected to indicate for each size whether the pipe to be furnished in that size is to be concrete pipe or asphalt-coated corrugated iron pipe. If he does not indicate in his bid which of the two types he proposes to furnish, the type to be furnished shall be as the engineer orders.

If the contractor so desires, and so indicates in his bid, he may, in sizes 36-inch and above, furnish concrete pipe with elliptical reinforcement. If, however, he does not indicate in his bid that elliptically reinforced pipe is to be furnished, he will not be permitted to furnish pipe with elliptical reinforcement.

The contractor's indications of the kinds of pipe to be furnished must be made in the spaces provided for such indications on the bidding sheets. In that connection, the following abbreviations may be used:

Term to Be Abbreviated	Abbreviation
Asphalt-coated corrugated iron pipe	Corr. Iron
Concrete Pipe	Concrete
Elliptically Reinforced Concrete Pipe	E. R. Concrete

Specifications:

The culvert pipe to be furnished and placed under the contract shall be furnished, placed and paid for in accordance with the standard specifications for "Concrete Pipe Culverts" and "Corrugated Iron Pipe Culverts" as given in Sections 26 and 27 of the standard specification form, except as those specifications are supplemented by the following provisions.

Iron Pipe to Be Coated with Asphalt:

All corrugated iron pipe used in the work shall be coated with asphalt in the manner specified in the standard specification.

Specification for Elliptically Reinforced Concrete Pipe:

Elliptical reinforcement shall be used only in pipes having diameters of 36 inches or more.

Elliptically reinforced pipe shall meet all requirements specified for circularly reinforced pipe, except those which are inapplicable to elliptically reinforced pipe. In addition, it shall conform with and shall be placed in accordance with the following requirements:

1. The circumferential reinforcement shall be "single line" reinforcement as differentiated for the "two line" or "double line" reinforcement specified for circularly reinforced pipe.

2. The aggregate cross-section area of the circumferential reinforcement, in square inches per lineal foot of pipe,

shall be not less than one-half of the cross-section area specified for circularly reinforced pipe.

3. The cage of reinforcement shall be truly elliptical in form, and shall be so placed in the shell of the pipe that at the top and bottom quarter-points, the reinforcement wires or bars are not more than one inch from the inside surface of the shell, and that at the other two quarter-points, the wires or bars are not more than one-inch from the outside surface of the shell.

4. The word "Bottom" shall be clearly stenciled on the inside surface of the shell at one or both of the two quarter points at which the reinforcement is within one-inch of the inside surface of the shell.

5. When the pipe is installed, it shall be installed with the side which is marked "Bottom," down, and in case inspection of the pipe after it is in place and either before or after it is filled over, discloses that any of the sections have not been so installed, the section or sections not so installed shall be taken out and reinstalled correctly at the contractor's expense.

6. Elliptically reinforced pipe shall meet the strength requirements specified for circularly reinforced pipe of the same diameter and same class (standard or extra strength).

SIPHON PIPE AT STATION 1928

The 18-inch siphon pipe required at Station 1928 shall be of the asphalt-coated corrugated iron type. It shall be furnished and placed in accordance with the standard specifications given in Sections 29 and 52, except that instead of being equipped with concrete end basins, it shall be equipped with four 45-degree elbows and shall be made up in the form indicated on the plans.

All joints shall be double rivetted and soldered, and when the pipe is tested after installation, it shall be watertight throughout.

The pay length of the siphon shall be the length as measured on the centerline of the pipe, and the price bid per lineal foot shall be understood to include the cost of the elbows as well as the cost of the straight sections of the pipe.

SALVAGING CULVERT PIPE

Under this item, the contractor shall remove from the existing roadbed such pipe culverts as the engineer may designate, and shall reinstall the pipe so removed in farm approach drives, in connecting roads and elsewhere on the project as the engineer may order, or if the engineer so directs, shall haul the pipe to such suitable locations as the engineer may designate and there deposit it in neat piles.

This work shall be performed and paid for in accordance with the standard specification for "Salvaging Culvert Pipe" given in Section 33 of the standard specification form. The hauling and piling of such pipe as is not to be reinstalled shall be done as specified in the preceding paragraph, it being understood that none of the pipe is to be hauled more than three miles, and it being understood that the price bid for "Salvaging Culvert Pipe" is to include and cover the hauling and piling of such pipe as is not reinstalled.

RIPRAP

The riprap called for by the plans shall be furnished, placed and paid for as specified in the standard specification for "Riprap" as given in Section 38 of the standard specification form.

SALVAGING OF GUARD FENCE

Work to Be Done:

Under the bid item "Salvaging Guard Fence," the contractor shall perform such work as is necessary in connection with the taking up of such highway guard fence within the limits of the project as the engineer may designate, and with the salvaging of the timbers and other materials of which they are constructed. The work shall be done in accordance with the following provisions.

Details of Performance:

The rails shall be detached from the posts either by carefully pulling all spikes by some means that will not result in a splitting of the rails, or by carefully pulling those spikes which are at the center of the rail members and by sawing off the ends of the rails flush with the sides of the posts to which the ends are attached. The posts shall be lifted or pulled from the post holes and made free of all earth or mud that may have adhered to them.

All spikes that have not already been removed from the posts and rails shall be removed. The post holes shall be backfilled with suitable earth material, the material being tamped firmly into place.

After the posts and rails have been dismantled, as above provided, they shall be placed in neat piles at such points alongside the highway as the engineer may designate, which points shall be located so as not to require the transportation of any of the material a distance greater than one mile.

All wire rope and attachment members shall be detached from the fences and deposited at such locations as the engineer may designate.

All operations incidental to the removal of the fences shall be performed with care and with a view to preserving for further use the materials of which they are constructed. All timbers that are damaged by carelessness in the performance of the work shall be replaced by the contractor with new timbers.

The guard fences shall be removed only as grading operations make their removal necessary. They shall be left in place for the protection of traffic as long as possible.

Measurement and Payment:

For the removal of guard fence and for the salvaging of the materials of which they are constructed, as above provided, the contractor will receive payment at the price bid per lineal foot for "Salvaging Guard Fence."

GRAVEL TOPPING

The new roadbed shall be topped with a gravel topping of the cross-section shown on the plans. This gravel topping shall be constructed in accordance with the standard specification for "Selected Roadbed Topping" as given in Section 9 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Materials:

The material to be used in the construction of the gravel topping shall be durable and otherwise suitable pit-run talus rock or pit-run gravel obtained from the sources described below, and/or from such other sources as the engineer may select and designate:

1. Gravel deposit opposite Station 1797
2. " " " " 1885
3. " " " " 1950
4. Talus deposit left of Station 1957
5. " " 600 feet left of Station 1985
6. Gravel deposit opposite Station 2040

Removal of Oversize Materials:

All stones and rocks more than three (3) inches in diameter that are not fully embedded in the topping shall be raked off the roadway and disposed of in a manner approved by the engineer.

Blading of Topping:

After the topping is in place, it shall be bladed as the engineer directs in order that the roadbed shall be kept free of ruts and other irregularities, and shall be smooth and of even surface at the time the salvaged surfacing materials are placed upon it as hereinafter provided.

Measurement and Payment:

Measurement and payment for the gravel topping will be made as specified in the standard specification (Section 9), except that the pay items will be designated "Gravel Topping" and "Hauling Gravel Topping" instead of selected roadbed topping and hauling roadbed topping as the standard specification states.

SALVAGING OF OLD SURFACING MATERIALS

Standard Specification to Apply:

The standard specification for "Salvaging of Old Surfacing Materials," as given in Section 14 of the standard specification form, shall apply on this project, except as supplemented and modified by the provisions which follow.

Incorporation of Materials in Work:

The incorporation of the salvaged materials in the work, to which reference is made in the standard specification, shall be understood to include the complete construction of a surfacing on the new grade using the salvaged materials as materials for the new surfacing. The manner in which the surfacing is to be constructed shall be as follows:

After the roadbed on which the surfacing is to be constructed has been graded to the required grade and cross-section and has been topped with pit-run gravel or talus rock, as provided in other sections of the contract, the surface of the gravel or rock topping shall be bladed to the crown and cross-section called for in the plans and to a smooth and even surface. Salvaged materials from the lower course or courses of the salvaged surfacing shall then be spread over the prepared subgrade at such number of cubic yards per distance of one-hundred feet as the engineer may order and the materials so placed shall be bladed to the width indicated by the plans and to uniform thickness and smooth surface. Salvaged surfacing materials from the upper course or courses of the salvaged surfacing shall then be spread at such number of cubic yards per distance of one-hundred feet as the engineer may order, and the materials so spread shall be bladed to the crown and cross-section indicated in the plans and to a smooth and even surface.

After the salvaged surfacing materials have been placed on the new roadbed, as above specified, they shall be bladed at such frequent intervals as may be necessary to keep them free of ruts and irregularities, and as may be necessary to maintain the surfacing smooth and true to crown and cross-section until such time as all work to be done under the contract is completed.

Measurement and Payment:

For the salvaging of the old surfacing materials, as above specified, payment will be made in the manner specified in the standard specification (Section 14), except as follows:

1. Payment for the handling of salvaged materials through temporary stockpiles will be made at the price bid per cubic yard for "Stockpiling and Reloading Salvaged Materials", instead of at the stipulated price of thirty-five cents ($0.35) which is mentioned in the standard specification.

2. Payment for the hauling of the salvaged materials will be made at the price bid per yard mile for "Hauling Salvaged Materials" instead of at the price of fourteen cents ($0.14) per yard mile which is mentioned in the standard specification.

SPRINKLING

Under this item, the contractor shall perform such sprinkling work in connection with the compacting of the salvaged surfacing materials, as the engineer may consider necessary. The sprinkling work shall be performed and paid for as specified in Section 13 of the standard specification form.

MISCELLANEOUS PROVISIONS

Provision for Traffic:

The attention of the contractor is especially called to the matter of handling traffic over the road during the progress of the grading work.

The work shall at all times be conducted in such manner as will cause as little delay, difficulty and inconvenience to traffic as is practicable. Except at those places where it is impracticable to either keep the roadway clear or to provide suitable detours, no part of road shall at any time be blocked or closed to traffic, and even at those places, traffic shall not be interrupted for intervals of more than fifteen minutes without the prior permission of the engineer.

No work which interferes or conflicts with the travelled roadway shall at any time be commenced or performed until a plan for the satisfactory handling of the traffic at the place concerned has been worked out and has been approved by the engineer.

The contractor shall provide flagmen, gates, barricades, lights, warnings, direction signs, and other facilities as may be needed to safeguard and direct the travelling public and to otherwise satisfactorily handle traffic past the work.

Reimbursement of the contractor for such expense as may be involved in providing for and handling traffic as above specified and for such extra expense as may be involved in conducting the construction operations in conformity with the requirements stated, shall be understood to be included in the prices to be paid for those items of work to be performed under the contract which are specifically included among the bid items, and no separate payment will be made therefor.

Maintenance of Travelled Way:

The blading and other work necessary to keep all detours, run-offs, connecting roads, approaches, finished portions of roadbed and unfinished portions of roadbed smooth and in good condition for use by the traffic shall be performed by the contractor at his own expense; provided, however, that upon completion of a portion of the project, two miles in length, the maintenance of that portion of the project will be assumed by the State, and thereafter continous units of completed work one-half mile or more in length will be taken over for maintenance by the State as they are completed.

Bridges and Box Culverts Under Separate Contract:

The bridges required at the six crossings of Burnt River and the concrete box culvert required at Station 1889+30, are to be constructed under a separate contract. The completion of these structures is expected about April 30, 1934, but the State Highway Commission makes no guarantee that they will be completed by that date.

The grading contractor shall conduct his operations without interference with the bridge and culvert construction work, and he shall postpone the placing of embankment materials at the bridge ends and over the box culvert until such times as the structures affected are completed and in condition to have the embankment materials placed against them.

In case non-completion of the bridges as expected makes it impossible for the grading contractor to complete the grading work within the specified time limit, the time for the completion of the grading work will be extended by whatever number of days the work is delayed on that account. Non-completion of the structures as expected will not relieve the grading contractor of his obligation to entirely complete the roadbed construction work, including the filling at the bridge ends.

Time of Beginning Work:

The work to be done under this contract shall be in active progress within fifteen (15) days of the date on which the award of contract is made.

Protection of Railways and Telephone, Telegraph and Power Lines:

The attention of the contractor is called particularly to those provisions on page 11 of the standard specification form which relate to the protection of railway lines and telephone, telegraph and power lines, which provisions will be in full force and effect in connection with this contract.

In addition to the requirements stated in those provisions, the contractor will be required to enter into an agreement with the Oregon-Washington Railway and Navigation Company and the Western Union Telegraph Company, the terms of which agreement will in all essential respects, be the same as set out in the informational form of agreement which is bound herewith. The contractor agrees to promptly enter into such an agreement with the railroad company and the telegraph company and to give in support of such agreement a satisfactory surety bond in the amount of $20,000.00.

FORM OF AGREEMENT WHICH IN ESSENTIAL RESPECTS IS THE SAME AS THE FORM OF AGREEMENT TO BE ENTERED INTO BETWEEN THE CONTRACTOR AND THE OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY AND WESTERN UNION TELEGRAPH COMPANY

THIS AGREEMENT, Made this _ _ _ _day of_ _ _ _ _ _ _ _ _ _ _ _ _, by and between_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _a corporation, hereinafter called the "Contractor," party of the first part, and OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY, a corporation, party of the second part, hereinafter called the "Railroad Company," and the WESTERN UNION TELEGRAPH COMPANY, a corporation, party of the third part, hereinafter called the "Telegraph Company,"

WITNESSETH:

WHEREAS, on the_ _ _ _day of_ _ _ _ _ _ _ _ _ _ _ _ _ _, the Contractor entered into an agreement with the State of Oregon, by the State Highway Commission of said State, for the grading of that portion of the_ _ _ _ _ _ _ _ _ _ _ _ _Highway in_ _ _ _ _ _ _ _ _County, Oregon, known as the _ _ _ _ _ _ _ _ _ _ _ _ _ _Section of the said_ _ _ _ _ _ _ _ _ _ _Highway, the same being hereinafter sometimes referred to as the "Highway," and

WHEREAS, said Highway as located in said Section parallels and at some points is contiguous to, and at other points is upon the right-of-way of the Railroad Company, and

WHEREAS, the construction work to be performed by said Contractor so contemplated by his said construction contract presents elements of substantial danger to the railroad owned and operated by the party of the second part, and to the telegraph and telephone lines used by the Railroad Company and the Telegraph Company, and

WHEREAS, it is the purpose and desire of the parties hereto that said work of construction be so prosecuted as to avoid interference with the trains and motive power or equipment operated by the Railroad Company, or damage or injury to the property in its possession, or to persons, and to likewise avoid interference with the telegraph and telephone lines used by the Railroad Company and the Telegraph Company, respectively.

NOW, THEREFORE, to the end that said proposed work of said contractor may progress with due regard to the safety and security of all concerned, it is agreed between the parties hereto as follows:

First: That any Engineer selected by the Division Superintendent of the Railroad Company to police the work of the Contractor shall be recognized by the Contractor, and that objections made by him to the Contractor or his representative upon the work, as to the manner in which the work is being or is about to be done, shall be observed by the Contractor, and suggestions or plans made or proposed by such Engineer so chosen, as to the method, manner or materials used in doing any work that may threaten interference or damage to the Railroad Company or any of its property or appurtenances, or property in its custody, or to the telegraph and telephone lines used by the Railroad Company or the Telegraph Company, or to the employes of either of them, or to the passengers of the Railroad Company, shall also be observed and complied with by the Contractor. It is not contemplated, however, that the presence of such Engineer so selected, or the compliance by the Contractor with any objections, suggestions or plans made or proposed by such Engineer, shall operate to relieve the Contractor from the responsibility assumed by it in this agreement, but on the contrary, the Contractor shall be responsible to the extent hereinafter provided.

Second: The Contractor shall at its own cost and expense adequately protect the property of the Railroad Company and its appurtenances and/or property in its custody, from damage, destruction or interference, and shall so prosecute the work as not to interfere with the railroad or its appurtenances, or any of the Railroad Company's trains or facilities, and shall complete the work to a condition whereby the same shall not interfere with or menace the integrity or safe and successful operation of the railroad or its appurtenances, or any of the Railroad Company's trains or facilities.

Third: The Contractor shall at its own cost and expense adequately protect and maintain the wires, poles and property used by the Telegraph Company as a telegraph and/or telephone line or lines, and shall so prosecute the work as not to interfere with the use of said telegraph or telephone lines or the operation of same, and shall complete the work to a condition whereby the same shall not interfere with or menace the integrity or safe and successful operation of said telegraph or telephone lines.

Fourth: Whenever during the prosecution of said construction work by the Contractor, the Telegraph Company may determine such action to be necessary, it, the Telegraph Company, shall cause said poles and telegraph and telephone lines to be patrolled from day to day by telegraph service employes, who shall make such [illegible] repairs to said telegraph and telephone lines and pole system as the [illegible] of the Contractor may require, in the opinion of such employes. The maximum wage and expense to be paid to each of such employes by the Telegraph Company shall be_ _ _ _ _ _ _ _ _ _ _ _ _ dollars per month, and said expenses shall be paid in the first instance by the Telegraph Company, but the Contractor will repay same promptly upon receiving bill therefor from the Telegraph Company; and in the event that activities of the Contractor render it necessary in the judgment of the Telegraph Company to move portions of said pole and telegraph and telephone lines, for the safety and security thereof, or in the event said line or lines have been impaired or interfered with by the operation of the Contractor, then and in either of such circumstances the Telegraph Company shall employ the necessary force of men and assemble and furnish the necessary materials to shift or relocate said lines, and to repair said lines of telegraph and telephone, as the case may be, and the Contractor will reimburse the Telegraph Company for the resulting cost and expense.

Fifth: The Contractor shall, at its own expense, employ such flagmen and watchmen acceptable to the Railroad Company at such points as the Engineer policing this work in the interests of the Railroad Company may determine necessary, and shall be responsible to see that said flagmen and watchmen adequately warn and protect all approaching trains, cars, equipment and employes of the Railroad Company, of threatened or impending danger.

Sixth: The Contractor shall keep the ditches of the Railroad Company open and clean from any deposit or debris lodged therein from the operations of the Contractor, and shall keep the right of way clean from stone and material resulting from the operations of the Contractor, and shall clean and restore any ballast of the Railroad Company which is disturbed or becomes fouled with dirt or material from the operations of the Contractor. Whenever the Contractor is about to do any work of blasting, or other work which the Highway Engineer and the Engineer designated by the Division Superintendent of the Railroad Company agree threatens serious damage to or obstruction of the tracks or roadbed of the Railroad Company, then the Railroad Company may at its option assemble such laborers and equipment as said Engineer may deem necessary to have upon the ground and in readiness to cope with any emergency that may arise, and to speedily restore and repair said tracks and roadbed, in the event of damage, and in the event such action be taken by the Railroad Company, the Contractor will reimburse the said Railroad Company for all expenses incurred in assembling such laborers, material and equipment, and the expense of the use of same in clearing and restoring the tracks and roadbed, and in return of said laborers and equipment to the point from whence they were brought.

Seventh: The Contractor shall be responsible for any damage or destruction to the railroad or any property of the Railroad Company, or property in its custody, and for delay of or interference with trains, motive power or equipment, and for injury to or death of persons caused or contributed to by the conduct, operations, or work of the Contractor, its servants, agents and employes, and will indemnify and hold harmless the Railroad Company from any claims, damages, costs or expense incurred by the Railroad Company in consequence thereof; and the Contractor shall likewise be responsible to the Telegraph Company for damages to or destruction of the telegraph or telephone line, its poles or appurtenances, and for interference with the use of same, and for damage to or destruction of the property of the Telegraph Company, and for injury to persons or loss of life resulting from or contributed to by the operations of the Contractor, and the Contractor shall indemnify and hold harmless the Telegraph Company from any damages, costs, expense, or claims resulting from or contributed to by the operations, conduct or work of the Contractor.

Eighth: The word "Contractor" employed in this agreement shall be deemed to include the contractor, its agents and employes, and any sub-contractors and their agents and employes.

Ninth: The Contractor shall furnish a bond in favor of the Railroad Company and the Telegraph Company, jointly and severally, with good and sufficient surety satisfactory to the Railroad Company, in the amount of dollars, covering the complete and faithful performance of all things contemplated by this agreement.

Tenth: It is further understood, anything herein to the contrary notwithstanding, that if the Western Union Telegraph Company shall determine during the prosecution of the work by the Contractor, that it is necessary by reason thereof, for the Telegraph Company to move portions of said poles and telegraph and telephone lines, for the safety and security thereof, then and in such event the Contractor may arrange with the Telegraph Company for the removal and relocation of said poles and said telegraph and telephone lines, and the Contractor will reimburse the Telegraph Company for the resulting expense.

Eleventh: It is further agreed that this contract shall be deemed to cover and include any special or Force Account work done by the Contractor at the instance of the State, in connection with the construction of said unit or section of said Highway.

Twelfth: Nothing herein shall be deemed to confer any easement or right of occupancy or use of any of the property of the Railroad Company, or to stop it from challenging the right of occupancy or use of its property for highway or for any other purposes.

IN WITNESS WHEREOF, the parties hereto have executed this contract the day and year first above written.

_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _
(Contractor)

By_ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

OREGON-WASHINGTON RAILROAD & NAVIGATION CO.

By _________________

WESTERN UNION TELEGRAPH COMPANY

By _________________

CONTRACT #1485,

[illegible]

[illegible]

102-1001 Bummer Creek-Lobster Mountain
1934

1485

#1485

2-9

December 18, 1934

Shell Oil Company,
Albany, Oregon.

Attention: W. G. Littell.

Gentlemen:

Receipt is acknowledged of your letter of December 17th concerning the Bullis & Rees Contract No. 1485 - Sumner Creek-Lobster Mountain Section in Benton County.

Please be advised that the above contract was completed September 25, 1934 and was accepted November 1, 1934. The warrant covering final payment was mailed to the contractors on December 8, 1934.

Very truly yours,

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
Albany, Oregon

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

December 17, 1934

Oregon State Highway Comm.
Salem, Oregon

Gentlemen:

Will your office kindly advise us if payment on the final estimate has been paid to Bullis & Rees for grading and surfacing 1.72 miles of road on the Bummer Creek Lobster Mountain Section of Secondary Highway #201, contract # 1485?

If this payment has not yet been forwarded to Mr. Bullis, will you kindly advise the approximate date same will be paid.

Yours very truly,

Shell Oil Company

W. G. Littell

Credit Department

WL/

#1485
[illegible]

2-9

November 22, 1934

General Casualty Company of America,
C. O. Blakely, Agent,
Corvallis, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 1485 for the construction of the Beaver Creek-Lobster Mountain Section of the Alsea-Deadwood Secondary Highway in Benton County, has been completed by the contractors, Frank M. Bullis and H. I. Rees, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 1, 1934.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is servedupon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,161.85 including the final payment. Of this amount $393.87 was for force account work.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1485
Benton Co

2-9

October 18, 1934.

Slate Construction Company
Albany
Oregon

Gentlemen:

Thank you for your letter of October 17 informing us that you wish to withdraw your claim in the amount of $471.25 against the bond taken from General Casualty Company of America in connection with State Highway Contract No. 1485 which was awarded to Frank M. Ballis and H. I. Rees for the grading and surfacing of the Dunmer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County.

We are changing our records accordingly.

Very truly yours,

Secretary

AJ

cc General Casualty Co.
C. G. Blakely, Agent
Corvallis, Oregon

#1485

R. E. SNODERLY, SEC.-TREAS.

SLATE CONSTRUCTION COMPANY

HIGHWAY CONSTRUCTION, EXCAVATING
AND GENERAL CONTRACTING

ALBANY, OREGON.

Oct. 17, 1934

RECEIVED
OCT 18 1934
OREGON [illegible] COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. Glaisyer- Secretary

Would you please withdraw our claim in the amount of $ 471.25, against the bond taken from General Casualty Company of America for the work on the Bummer Creek Lobster Mountain Section of the Alsea Deadwood Secondary State Highway No.201 in Benton County, Oregon.

Yours very truly,
Slate Construction Company
By R. E. Snoderly
R. E. Snoderly
Sec.

MCS:S

[illegible]
[illegible]

#1485
Benton Co
2-9

October 15, 1954

Mr. C. G. Blakely
Benton Hotel
Corvallis, Oregon

Dear Sir:

Reference is made to your letter of October 10 regarding the claim of Slate Construction Company against Bullis & Rees in connection with their contract with the State Highway Commission for the construction of the Bummer Creek-Lobster Mountain Section of Secondary State Highway No. 201 in Benton County.

My records fail to reveal that Slate Construction Company attached the funds of Bullis & Rees; they did file a claim against Bullis & Rees which, according to our records, has not yet been satisfied.

Very truly yours,

Secretary

HBG:AJ

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S. BAKER
RALPH H BALDWIN
B E BUCKMASTER
MRS. A. SCOTT BULLITT
C H. CLARKE
NEIL COONEY
J. F DOUGLAS
A. S. ELDRIDGE

H. K. DENT
PRESIDENT

GENERAL
INSURANCE COMPANY
OF AMERICA

SEATTLE

C. G. BLAKELY
BENTON HOTEL
TELEPHONE: 90

CORVALLIS, OREGON

DIRECTORS
J A HUMBIRD
RICHARD E. LANG
HENRY McCLEARY
W. L. McCORMICK
J. P. McGOLDRICK
J. T. McVAY
A. W MIDDLETON
HARRY T. NICOLAI
GEO. J. OSGOOD
WM. G. REED
R. E. SLAUGHTER
F. C. TALBOT
F. R. TITCOMB

CABLE ADDRESS
"GENERAL"

October 10, 1934.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen: Attention Mr. H. B. Glaisyer,

On September 14, you wrote advising that a claim had been registered against the contract of Bullis & Rees in connection with their work on the Bummer Creek-Lobster Mountain Section of Secondary State Highway No. 201 in Benton County, Oregon for which we furnished bond. I am now advised by Bullis-Rees that this attachment has been released by Mr. Slate of the Slate Construction Company and that our liability under the bond has ceased. Will you kindly advise.

Yours very truly,

C. G. Blakely

C. G. Blakely,

Form 338—5M—2-34

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 13, 1934, 193

Section Burnt Creek-Lobster Mountain

Kind of work Grading and Surfacing

Highway Alsea Secondary

Section prefix 102-SD. 2-9

Contractor Bullis and Rees

Contract number 1475

Date of contract August 24, 1933, 193

Date of completion November 15, 1933 ~~[illegible], 1934~~, 193

Date work started Sept. 7, 1933, 193

Estimated date of completion Completed Sept 25,34, 193

Amount of contract $4667.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $7218.50

Per cent of contract completed, based on total contract price %

Engineering costs to date, $1065.00, 14.8%

Date project was completed , 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Two men finished up final records of this job on Wednesday, Thursday and Friday. Expressed records to Salem on Friday.

OCT 1 1934
DIV. ENGINEER

RECEIVED
OCT 1 1934

Signed

Address Corvallis.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

October 3, 1934

2-9

Mr. H. B. Glaisyer
Secretary, State Highway Commission
Building

Dear Sir:

With reference to the engineering expense incurred in connection with the Bummer Creek-Lobster Mountain Project (Contract 1485), we are pleased to provide the following information:

The contract called for work to the amount of $4,667.00 and specified completion on November 30, 1933. On November 30, 1933, the work was approximately 50 per cent complete, and the engineering cost had reached a total of $450.00.

By shortly after August 1, 1934, the work performed reached a total equal to the contract amount of $4,667.00, and by that time the engineering cost had reached a total of approximately $750.00.

The work is still in progress and when completed will total about $6,900.00. The total engineering cost (exclusive of the cost of checking the final estimate) will amount to about $1,100.00.

From the foregoing statements, we draw the conclusion that approximately $300.00 of the engineering cost is chargeable to dilatory methods of the contractor, and $350.00 is chargeable to an over-run of approximately 47 per cent in contract quantities, which over-run was caused by a large slide.

Very truly yours,

Office Engineer

SHP:ER

#1485

2-9

September 14, 1934

General Casualty Company of America
c/o C. G. Blakely, Agent
Corvallis, Oregon

Gentlemen:

We are attaching copy of notice of claim which has been filed by the Slate Construction Company against the bond furnished by Bullis & Rees in connection with State Highway Contract No. 1485 covering construction work on the Summer Creek-Lobster Mountain Section of Secondary State Highway No. 201 in Benton County. This claim amounts to $471.25 and represents rental and delivery charges on a Caterpillar tractor and some parts for same.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

H.G:MC

cc - Bullis & Rees
305 No. Second St.,
Corvallis, Oregon

September 15, 1934

Hon. P. J. Stadelman
Secretary of State
CAPITOL BUILDING

Dear Sir:

Wish to thank you for your letter of September 12 with attached copies of notice of claim which has been filed by the Slate Construction Company against the bond furnished by Bullis & Rees in connection with State Highway Contract No. 1485 covering grading and surfacing on the Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County.

In accordance with our usual practice we are sending copies of this claim to the surety and the contractor.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

GEO. H. FLAGG,
CHIEF DEPUTY

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

September 12, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files three copies of a notice of claim by Slate Construction Company for $471.25 against the bond taken from General Casualty Company of America for work on the Bummer Creek-Lobster Mountain Section of the Alsea Deadwood Secondary State Highway No. 201 in Benton County, Oregon.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman
Secretary of State

HM
encs. 3

OPY

SLATE CONSTRUCTION COMPANY
Highway construction, excavating
and general contracting

Albany, Oregon

Sept. 8, 1934

"

To: SECRETARY OF STATE OF THE STATE OF OREGON:

" Notice hereby is given that the undersigned SLATE CONSTRUCTION COMPANY, has a claim for rental on Caterpillar Tractor - Delivery Charge on same, and Clutch Links - Track Wrench in the amount of $471.25 against the bond taken from GENERAL CASUALTY COMPANY OF AMERICA, for the work Grading and Surfacing the Bummer Creek-Lobster Mountain Section of the Alsea Deadwood Secondary State Highway - No. 201 in Benton County, Oregon.

(signed) SLATE CONSTRUCTION COMPANY

By B. E. Snoderly
Secretary

Endorsed: File No. 2450
Filed September 12, 1934
P. J. STADELMAN,
Secretary of State

STATEMENT

Albany, Oregon, Sept. 1, 1934

M Frank Bullis & H. I. Ross

505 2nd Street - Corvallis, Oregon

In account with

SLATE CONSTRUCTION CO.

Highway Construction, general contracting
excavating - and excavating machinery

Terms: 30 days net

1933		
Sept. 8th to Nov. 29th	Rental on 1-60 Caterpillar Tractor from Sept. 8th to Nov. 4th and Rental of 1 - 30 -Caterpillar Tractor from Nov. 4th to Nov. 29th @	$ 400.00
Nov. 4th	Delivery Charge on 30 Cat from shop to job	$ 25.00
	Delivery charge on 60 Cat from job to shop	$ 42.00
Sept. 15	2-Doz. Clutch links @ $2.00 per doz	$ 4.00
	1 track wrench	$ 2.25
	Balance due	$ 471.25

Endorsed: File No. 2450
Filed September 12, 1934
P. J. STADELMAN,
Secretary of State

Form 338—5M—3-34

2-9

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 8, 1934

Section Summers Creek - Lobstre Mountain

Kind of work Grading and surfacing

Highway Alsea-Deadwood Secondary

Section prefix 102-CD

Contractor Bullis and Mees

Contract number 1485

Date of contract August 24, 1933

Date of completion Nov. 15, 1933

Date work started Sept. 7, 1933

Estimated date of completion Sept. 15, 1934

Amount of contract $ 4667.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 7500.00

Per cent of contract completed, based on total contract price 100 %

Engineering costs to date, $ 902.00 , 14.1%

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor completed surfacing on Wednesday.

Ditches and shoulders are not entirely completed but should be this coming week.

Party made final remeasurements on slide Tuesday and platted sections.

Party did not work Monday, Labor day.

1934 DIV

RECEIVED
SEP 10 1934

Signed R. C. Johnson

Address Res. Engr.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.9	1.72			
Miles partially completed					
Miles completed	0.9	1.72			
Total estimated quantities	12500	2500			
Estimated quantities moved or placed to date	15000	2607			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day		2			
Hours per shift		5			
Average force on project for week		12			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Benton COUNTY	Linn COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2						
Men and ~~teams~~ Hoist	2						
Men and trucks under 3 tons	~~6~~ 5	1					
Men and trucks over 3 tons							
Men and tractors	~~2~~ 1						
Men and blade	1						

Equipment used during week: Shovels ...., Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Hoist 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	light rain		
Saturday	fair		

2-9

January 15, 1934

General Casualty Company of America
Seattle, Washington

Gentlemen:

Reply is made to your letter of January 12th inquiring as to whether or not the State Highway Commission granted Bullis & Rees an extension of time within which to complete their contract for the construction of the Summer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County, Contract No. 1485.

Our records show that the Commission granted this extension to July 31, 1934 without penalty.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

Jan, 1_, 1934

H. B. G.

The Commission granted Bullis & Rees an extension of time to July 1, 1934 without penalty at their meeting on Dec, 6, 1933.

J. McN,

#1485

AL
ANY
CA

DIRECTORS
J A HUMBIRD
RICHARD E LANG
HENRY McCLEARY
W L McCORMICK
J P McGOLDRICK
J T McVAY
A W MIDDLETON
HARRY T NICOLAI
GEO J OSGOOD
WM G REED
F C TALBOT
F R TITCOMB

CABLE ADDRESS
"GENERAL"

2, 1934

RECEIVED
JAN 1_ 1934
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 5248 - Bullis & Rees

Pursuant to our letter of November 21 regarding the extension of time under the above contract.

We would appreciate very much hearing from you in this connection as to whether or not extension referred to was granted.

Very truly yours,

Ben C. Sturges
GF:ea

Surety Department

Jim what is status?
HBG

#1485

DIRECTORS
O D FISHER
CHAIRMAN OF THE BOARD
JOSHUA GREEN
VICE CHAIRMAN OF THE BOARD
JOHN S BAKER
RALPH H BALDWIN
B E BUCKMASTER
MRS A SCOTT BULLITT
C H CLARKE
NEIL COONEY
J F DOUGLAS
A S ELDRIDGE
E W HALL

H. K DENT
PRESIDENT

GENERAL
CASUALTY COMPANY
OF AMERICA

SEATTLE

DIRECTORS
J A HUMBIRD
RICHARD E LANG
HENRY McCLEARY
W L McCORMICK
J P McGOLDRICK
J T McVAY
A W MIDDLETON
HARRY T NICOLAI
GEO J OSGOOD
WM G REED
F C TALBOT
F R TITCOMB

CABLE ADDRESS
"GENERAL"

January 12, 1934

Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer:

Gentlemen:

Re: Bond No. 5248 - Bullis & Rees

Pursuant to our letter of November 21 regarding the extension of time under the above contract.

We would appreciate very much hearing from you in this connection as to whether or not extension referred to was granted.

Very truly yours,

Ben C. Sturges
GF:ea

Surety Department

Jim what is status
HBG

#1485

2-9.

January 8, 1934

Shell Oil Company,
1219 Westlake Ave. N.,
Seattle, Washington.

Attention: A. C. Guske.

Gentlemen:

Receipt is acknowledged of your letter of January 5th concerning the Bullis & Rees contract No. 1485 for the construction of the Bummer Creek-Lobster Mountain Section of Secondary Highway No. 201 in Benton County.

Please be advised that the above contract is approximately 58% complete. The completion date of the contract is July 31, 1934. No claims have been filed to date.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#1485

SHELL OIL COMPANY

SHELL BUILDING
1219 WESTLAKE AVE. NORTH
SEATTLE

PLEASE ADDRESS
ALL COMMUNICATIONS
TO THE COMPANY

QUOTATIONS SUBJECT TO
CHANGE WITHOUT NOTICE

January 5, 1934

RECEIVED
JAN 8 - 1934
OREGON
STATE HIGHWAY COMMISSION

State Highway Engineers
Salem, Oregon

Gentlemen:

Re: Contract #1485,
Benton County,
Bullis & Rees, Contractors

We would appreciate knowing what progress has been made on this contract, giving percentage of work finished. If this job has been completed, has it been accepted by your department. Please give us the dates. Also the total amount of liens filed.

Very truly yours,

SHELL OIL COMPANY

A. C. GUSKE
Division Credit Manager

FJH:RS

$2729.82

CONTRACT#1486,

PR-22 Youngs Bay Bridge 1933

#1486

Federal

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

April 2, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to item E of price agreement No. 4 accompanying final voucher for Oregon U. S. Public Works project NRH 22, Youngs' Bay bridge section of the Oregon Coast Highway.

Inasmuch as the item represents material not used on this project, we believe it is not eligible for Federal participation. We are, therefore, recommending payment of the voucher in the reduced amount of $5,837.05.

We are changing our records to show the total actual cost of the project to be $117,104.39.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Hwy. Engineer

6525.01
5837.05
687.96

J 47

March 12, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of March 5, 1935, we are enclosing herewith an explanation of overruns and underruns which occurred on the Youngs Bay Bridge, Project No. NRH 22.

We are, likewise, enclosing copies concerning extension of time.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

EXCERPT FROM MINUTES OF MEETING ON MARCH 21, 1934, OF THE OREGON STATE HIGHWAY COMMISSION

The Commission had under consideration a letter from contractors Lindstrom & Feigenson in which they request an extension of time of ninety days from February 28, 1934, within which to complete their contract with the State for the reconstruction of the approaches to the Youngs Bay bridge on the Oregon Coast Highway at Astoria, being State Highway Contract No. 1486, giving as their reason for such request their inability to receive the creosoted lumber required in connection with this work. The Engineer advised that it has been extremely difficult to secure the delivery of creosoted materials due to the fact that there are only two creosoting plants in the state; also, that the traveling public has not been greatly inconvenienced by this delay, neither has the State incurred very much additional expense. He recommended that the contractors' request be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote.

EXCERPT FROM MINUTES OF MEETING ON JULY 25, 1934, OF THE OREGON STATE HIGHWAY COMMISSION

Lindstrom & Feigenson, Contract No. 1486, construction of approaches to the bridge over Youngs Bay on the Oregon Coast Highway near Astoria in Clatsop County, requested an additional extension of time from May 31 to June 5, 1934 within which to complete this project, and stated that their delay was caused by inclement weather. The Engineer advised that the additional time required by the contractors was simply to permit them to do some clean-up work and to surface finish the concrete. The delay, he said, has caused the general public no inconvenience, neither has it increased the State's expense for engineering supervision. He recommended that the extension requested be granted without penalty. The Commission approved the Engineer's recommendation by unanimous vote.

22

March 11, 1935

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post-Office Building
Portland, Oregon

Dear Sir:

Reference is made to your inquiry concerning additional explanation concerning contingency items claimed on recently submitted final Federal Aid Projects.

PROJECT NO. NRH 22

Price Agreement No. 2

Item No. 1: (a) Navigation lights on the original structure had to be placed on temporary piling during the erection of the new spans.

(b) The contract did not cover the moving and replacing of the existing neon signs, the purpose of which are for controlling traffic.

Item No. 2: Control of the lights on the bridge is from the drawbridge operator's quarters which are situated at the draw span. Accordingly, it was necessary to replace the wiring of the lighting system to and from his control station. This work was not provided for under the contract.

Price Agreement No. 1

A pipe line is carried to the drawbridge operator's quarters, the purpose of which being for his use and also for fire protection of the structure. It was necessary during construction to construct a temporary pipe line on the detour bridge and to reinstall the permanent pipe on the new trestle approaches. This work was not covered by the original contract.

Mr. W. H. Lynch - 2 March 11, 1935

PROJECT NO. NRM 199-A

Price Agreement No. 2

The new pavement grade between Sta. 60+25 to 61+75 was somewhat higher than that of the existing pavement and to provide a suitable base under the new asphaltic wearing surface, it was decided that a more satisfactory pavement would result with the use of an asphaltic base, rathen than that constructed of gravel. As no unit price is given in the contract for Class "C" mix, this item was covered by supplemental price agreement.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

March 5, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon U. S. Public Works project NRH 22-A, Young's Bay Bridge.

We do not appear to have received any statement regarding extension of contract time or enforcement of liquidated damages. Will you please send this statement, together with an explanation of overruns and underruns.

Will you please furnish us with a more detailed explanation of conditions requiring the work done under Price Agreement No. 2, and also an explanation of what work was included in "Wiring Approaches and Fender Piling by State Forces", and the necessity therefor.

We shall appreciate your sending this information as soon as possible so that we may forward the voucher recommending payment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

March 5, 1935

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to the final voucher recently submitted for Oregon U. S. Public Works project NRH 28-A, Young's Bay Bridge.

We do not appear to have received any statement regarding extension of contract time or enforcement of liquidated damages. Will you please send this statement, together with an explanation of overruns and underruns.

Will you please furnish us with a more detailed explanation of conditions requiring the work done under Price Agreement No. 2, and also an explanation of what work was included in "Wiring Approaches and Fender Piling by State Forces", and the necessity therefor.

We shall appreciate your sending this information as soon as possible so that we may forward the voucher recommending payment.

Very truly yours,

W. H. LYNCH
District Engineer

#1486
Clatsop Co

EARL SNELL

January 29, 1935

NRH-22

Aetna Casualty and Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Please be advised that the claim of Chas. R. McCormick Lumber Company in the amount of $6,910.06 against the bond taken from Lindstrom and Feigenson has been satisfied in full. This information is given you inasmuch as you appear as surety on the bond. We are correcting our records toconform with this information.

Very truly yours,

EBO:OC

Secretary.

cc Mr. Earl Snell
Lindstrom and Feigenson
Chas. R. McCormick Lumber Company

GEO. H. FLAGG,
CHIEF DEPUTY

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
[illegible]

January 28, 1935

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There is enclosed for your information a copy of a letter from the Chas. R. McCormick Lumber Company advising that their notice of claim for $6910.06 against the bond taken from Lindstrom and Feigenson has been satisfied.

The records of this office show that the above claim was filed in this office on June 16, 1934.

Yours very truly,

Earl Snell
Secretary of State

HM
enc. 1

COPY

CHAS. R. MC CORMICK LUMBER CO.
of Delaware

McCormick Terminal
Foot of Irving Street
Portland, Oregon

January 26, 1935

Hon. P. J. Stadleman
Secretary of State
Salem, Oregon

Dear Sir:

Please be advised that our claim against Messrs. Lindstrom and Feigenson for $6910.06 has this day been satisfied in full.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.
(Creosote Dept.)

By Clyde W. Osborne
Manager

CWP:MS

cc - Aetna Casualty Surety Co.
cc - Lindstrom & Feigenson
cc - Mr. McRea

PR 22

September 6, 1934

Mr. Wm. H. Feigenson
2521 N. E. 28th Avenue
Portland, Oregon

Dear Sir:

Referring to our telephone conversation of today, I have looked up the status of the final estimate in connection with your Youngs Bay Bridge contract and find that this final payment is being held pending receipt of releases from various claimants on the job. The claimants are as follows:

Adams & Holce, for piling	$150.
M. Bolz, for raft piling	41.
Ben Lowden, for piling	54.
Chas. R. McCormick Lbr. Co., material	6,910.06

I have received a letter from the George W. Rourke Insurance, Incorporated, Seattle, Washington, dated August 14, 1934, stating that all bills for labor and materials that went into the work have been paid and requesting a list of the claims so that they could see that proper releases were filed in this office. I sent a list of the claims on August 20 but have not yet received the released.

I understood you to say over the telephone today that you had deposited a certified check with the insurance company covering the McCormick Lumber Company's claim. If that check were deposited with the State Highway Commission and the Commission were furnished with releases from the other claimants I believe that would satisfy the Commission and final warrant then could be issued.

I shall consult with Mr. Baldock and Mr. Devers further about this matter at the first opportunity. Mr. Baldock is in Eastern Oregon at the present time and probably will not return until the first of the week. You may be assured that I would like to close the matter on our books as soon as possible and will do all I can to expedite it.

The amount of the final payment is $4,417.65 and this is assigned to the First National Bank of Portland, Astoria Branch.

Very truly yours

NRG:in

Secretary

Sept, 6, 1934

H.B.G.

Re: Contract No. 1486 - Lindstrom & Feigenson - Bridge over Youngs Bay.

The Auditor is holding warrant in amount $4,417.65, Final which is assigned to the First National Bank of Portland, Astoria Branch.

We advised the surety on Aug, 10th that the payment would be held until certain claims had been settled. The Surety made inquiry concerning the claims and we again advised them on Aug, 27th that the payment would be held.

J. McF.

#1486

nH72

OREGON STATE HIGHWAY COMMISSION
Salem

August 27, 1934

George W. Rourke Insurance, Inc.
Dexter Horton Building
Seattle, Washington

Attention of Mr. Chas. M. David

Gentlemen:

Since writing you concerning final payment to Lindstrom & Feigenson in connection with their contract for the construction of approaches to the Youngs Bay Bridge at Astoria, I have consulted with our Attorney and it is his opinion that we should have releases from the remaining claimants before mailing final warrant.

We will appreciate, therefore, if you will forward such releases at the earliest opportunity so that final payment in connection with this job may be expedited.

Very truly yours,

Secretary

HBG:AJ

cc Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Mr. Carl Smith

Jm
Hold up payment –
HBS

15M 8 34

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

August 23, 1934

IN REPLY PLEASE
REFER TO FILE NO.

Mr. J. M. Devers
OFFICE

Dear Sir:

We are ready to make final settlement with Lindstrom & Fiegenson for the new approaches to the Young's Bay Bridge at Astoria which final settlement amounts to $4,417.63.

My records indicate that the following claims are outstanding against this work:

Adams & Holce -----------------	$ 130.00	for piling
M. Bolz -----------------------	41.00	for rafting piling
Ben Louden --------------------	34.00	for piling
Chas. R. McCormick Lumber Co.--	6910.06	for material

I have a letter from the bonding company stating that they are obtaining releases from the claimants and I am wondering whether or not the final warrant should be mailed before the claim releases have been received. Will you please advise me in this regard?

Yours very truly,

H B Glaisyer

HBG:MC Secretary

Mr. H. B. Glaisyer: August 23, 1934

Since the above matter has been called to the attention of the surety company, and the surety company has advised that it is attempting to procure releases from the above claimants I would suggest that the warrant be held until the releases have been filed with the Commission.

J. M. Devers.

August 23, 1934

Mr. J. M. Dever's
OFFICE

Dear Sir:

We are ready to make final settlement with Lindstrom & Fiegenson for the new approaches to the Young's Bay Bridge at Astoria which final settlement amounts to $4,417.63.

My records indicate that the following claims are outstanding against this work:

Adams & Holce	$ 150.00	for piling
M. Bols	41.00	for rafting piling
Ben Louden	34.00	for piling
Chas. R. McCormick Lumber Co.	6910.06	for material

I have a letter from the bonding company stating that they are obtaining releases from the claimants and I am wondering whether or not the final warrant should be mailed before the claim releases have been received. Will you please advise me in this regard?

Yours very truly,

HBG:MC

Secretary

#1486
Clatsop Co.
R22

August 20, 1934

George W. Rourke Insurance, Inc.
Dexter Horton Building
Seattle, Washington

Attention of Mr. Chas. M. David

Gentlemen:

Reference is made to your letter of August 14 regarding the Lindstrom & Feigenson's contract for the construction of approaches to the Youngs Bay bridge, with special reference to your comments on the second paragraph of my letter of August 10 relative to final payment on this job.

For many years it has been the practice of this Department to notify the bonding companies when a job is to be finalled and give the bonding companies ten days in which to file their objections to payments of final and semi-final estimates, if they so desire. For these notifications we use form letters, varying them slightly for certain contracts. Through inadvertence we advised you in our letter of August 10 that Lindstrom and Feigenson's payment would be held up pending receipt of notice that all claims on file against this project have been paid, and that paragraph, therefore, may be disregarded, although we should like to receive releases from the various claimants against the work so as to clear our records. The claims are, as follows:

Adams & Holce, for piling furnished.....	$ 130.00
M. Bola, for rafting piling..............	41.00
Ben Louden, for piling.................	34.00
Chas. R. McCormick Lbr. Co., materials..	$910.06

Very truly yours,

Secretary

[redacted]

cc Bates, Lively & Pearson
Yeon Building
Portland, Oregon

1486

August 10, 1934

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 1486 covering bridge construction over Youngs Bay near Astoria on the Oregon Coast Highway has been completed by the contractors, Lindstrom & Feigenson, and that the State Highway Commission will be ready to make final settlement with the contractors on or after August 20, 1934.

On account of the many claims filed against this contract the warrant covering the final payment will be held until we have been advised by you that all legitimate claims have been taken care of.

The amount of the final payment will be $4,417.65. The total amount paid the contractors in connection with this project will be $114,858.28 including the final payment.

Yours very truly,

MC

Secretary

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

GEORGE W. ROURKE INSURANCE, INC.,
DEXTER HORTON BUILDING.
MAIN - 1731

SEATTLE, WASH.,
August 14, 1934

Attention of Mr. H. B. Glaisyer,
Secretary

Oregon State Highway Commission
Salem, Oregon

Re: State Highway Contract #1486 - Lindstrom
& Feigenson, Contractors

Gentlemen:

This is to acknowledge your letter of August 10, addressed to our Company in care of Bates, Lively & Pearson, Yeon Building, Portland, referring to the above contract.

I note in the second paragraph you state that on account of the claims filed the warrant covering the final payment will be held until you are advised that the claims have been taken care of on this job.

The bookkeeper representing our Company on this work advises us that every dollar has been paid for labor and materials which weht into this work. He further advises us that Lindstrom and Feigenson had a contract on the Clatskanie River while the above contract was in progress and that some of the material which went into the Clatskanie job was charged against the Astoria job.

Will you please send us a list of the claimants and the amounts, in order that we may take this up with those filing claims and have proper releases in your office prior to the release date.

Thanking you in advance for giving this matter your attention, I am

Very truly yours,

GEORGE W. ROURKE INSURANCE, INC.

Chas M. Dill

CMD:P

Aug, 16, 1934

H. B. G.

Claims against Lindstrom & Feigenson on Cont. #1486 - Youngs Bay Bridge are as follows:

12-13-33 Adams & Holce - For piling furnished -	$130.00
12-30-33 M. Bolz - for rafting piling -	$ 41.00
1 - 2--34 Ben Louden - for piling furnished -	$ 34.00
6- 9- 34 Chas. R. McCormick Lbr. Co. - for material -	$6,910.06

"The Commission had under consideration a letter from contractors Lindstrom & Feigenson in which they request an extension of time of ninety days from February 28, 1934, within which to complete their contract with the State for the reconstruction of the approaches to the Youngs Bay bridge on the Oregon Coast Highway at Astoria, being State Highway Contract No. 1486, giving as their reason for such request their inability to receive the creosoted lumber required in connection with this work. The Engineer advised that it has been extremely difficult to secure the delivery of creosoted materials due to the fact that there are only two creosoting plants in the state; also, that the traveling public has not been greatly inconvenienced by this delay, neither has the State incurred very much additional expense. He recommended that the contractors' request be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote."

Very truly yours,

Secretary

AJ

cc Bridge Dept.

August 23, 1934

Lindstrom & Feigenson
7925 N. E. Halsey St.
Portland, Oregon

Gentlemen:

Your request for an extension of time on Contract No. 1486 was considered at the meeting of the State Highway Commission on March 21, and the following action was taken:

> "The Commission had under consideration a letter from contractors Lindstrom & Feigenson in which they request an extension of time of ninety days from February 28, 1934, within which to complete their contract with the State for the reconstruction of the approaches to the Youngs Bay bridge on the Oregon Coast Highway at Astoria, being State Highway Contract No. 1486, giving as their reason for such request their inability to receive the creosoted lumber required in connection with this work. The Engineer advised that it has been extremely difficult to secure the delivery of creosoted materials due to the fact that there are only two creosoting plants in the state; also, that the traveling public has not been greatly inconvenienced by this delay, neither has the State incurred very much additional expense. He recommended that the contractors' request be granted without penalty. The recommendation of the Engineer was approved by the Commission by unanimous vote."

Very truly yours,

Secretary

AJ

cc Bridge Dept.

[illegible] 22

July 11, 1934

George A. Mercer, Adjuster
Aetna Casualty & Surety Company
Yeon Building
Portland, Oregon

Dear Sir:

Attention Mr. Carl V. Mautz

In response to your letter of July 10 regarding the Lindstrom & Feigenson c ntract numbered 1486, there is listed below claims on file in this office against said contract, as follows:

12/13/33	Adams & Nelce, for piling furnished	$130.00
12/30/33	E. Bolz, for rafting piling	41.00
2/2/34	Ben Louden, for piling	34.00
6/19/34	Chas. R. McCormick Lumber Co., material	6,910.06.

Very truly yours

Secretary

HBG:jm

July 11, 19[illegible]

[illegible]ims on file against Cont. #1486 - Lindstrom & Feigenson -

12-13-33 Adams & Holce - for piling furnished - $130.00 - Sec. of State -

12-30-33 M. Bolz - for rafting piling - $ 41.00 - Sec. of State -

2- 2- 34 Ben Louden - for piling - $ 34.00 - Sec. of State -

6- 19-34 Chas. R. McCormick Lbr. Co.- for mtl.--$6,910.06 - Sec. of State.

Lindstrom & Feigenson

Dear Sir:

Will you please supply us with a list of claims on file in the Secretary of State's office against this contract.

Yours very truly,

George A. Mercer, Adjuster

By: Carl V. Mautz

CVM:M

[illegible]
please give me a list of claims
#236

ACCIDENT AND LIABILITY DEPARTMENT
ÆTNA LIFE INSURANCE COMPANY
THE
ÆTNA CASUALTY AND SURETY COMPANY
AUTOMOBILE INSURANCE COMPANY
OF HARTFORD, CONNECTICUT.
MORGAN B. BRAINARD, PRESIDENT.

BATES, LIVELY & PEARSON,
General Agents,
YEON BUILDING,
GEORGE A. MERCER, Adjuster,

PORTLAND, ORE.,

July 10, 1934

H. B. Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon

Re: Bridge Contract No. 1486
Lindstrom & Feigenson

Dear Sir:

Will you please supply us with a list of claims on file in the Secretary of State's office against this contract.

Yours very truly,

George A. Mercer, Adjuster

By: Carl V. Mautz

CVM:M

Jimmie
please give me a list of cl[illegible]
#[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon USPW Project No. NRH 22, was made by a representative of this office on June 28, 1934. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J F Cameron
J. F. Cameron
Asst. Highway Engineer.

Ton

#1486

PR 22

June 27, 1934

Chas. R. McCormick Lumber Co.
McCormick Terminal
Foot of Irving Street
Portland, Oregon

Gentlemen:

Attention C. W. Phillips, Auditor

Reference is made to yourletter of June 26 regarding your claim against Lindstrom & Feigenson in the sum of $6,910.16 for materials furnished in connection with their contract for the reconstruction of the bridge over Youngs Bay on the Oregon Coast Highway near Astoria. You inquire as to the exact sum held by the Commission on account of the filing of your claim.

In reply, the State Highway Commission is withholding no funds from the contract as a direct result of the filing of your claim. According to our records, Lindstrom & Feigenson completed this contract on June 5, 1934 and semi-final payment was made to them on June 20, 1934. Our retain percentage amounts to $3,415.07 which will be paid to them as soon as the field notes have been checked and the final estimate prepared, provided of course that nothing should develop in the meantime to hold up this payment.

For the protection of contractors on this job, Lindstrom & Feigenson were required to furnish the State with a surety bond. This bond was written by the Aetna Casualty & Surety Company for whom Bates Lively & Pearson, Yeon Building, Portland, are agents. We offer this bond to you for the protection of your claim and suggest that you file notice of said claim with the agent of the bonding company and the Secretary of State in conformance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

Very truly yours

Secretary

HBG:jm

SEATTLE NEW YORK PHILADELPHIA LOS ANGELES SAN DIEGO SAN FRANCISCO

Chas. R. McCormick Lumber Co.
OF DELAWARE

CHAS. R. McCORMICK, CHAIRMAN
SIDNEY M. HAUPTMAN, PRESIDENT
C. E. HELMS, FIRST VICE PRESIDENT
JAS. S. BROWN, SECRETARY-TREASURER

McCORMICK TERMINAL
FOOT OF IRVING STREET
Portland, Oregon

MILLS AT -
ST HELENS, OREGON
PORT GAMBLE, WASH.
PORT LUDLOW, WASH.
CREOSOTING PLANT
ST HELENS, OREGON

June 26, 1934.

Mr. H. B. Glaisyer, Secy
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

Please advise us the exact amount of money being held up on account of our filing against Lindstrom & Fiegenson.

We would also be pleased to know what procedure to take in order to get the amount they are due us. Any information you can give us concerning this will be greatly appreciated.

Yours very truly,

CHAS. R. MC CORMICK LUMBER CO.,

By C. W. Phillips
Auditor.

6190

CWP-N

#1486- [illegible] Bridge. Completed June 5, 1934
Claim in $[illegible]110.36 filed by them June 19, 1934 Sec. of State
Pd. to date $110,420.65 - Retained $3,415.07
S.F. #9 - $8,747.62 - Pd. June [illegible] to F. Natl. Bk. Portland
Astoria Branch

#1486

[illegible]

June 21, 1934

Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We are attaching a copy of notice of claim which has been filed by the Chas. R. McCormick Lumber Company against the bond furnished by Lindstrom & Feigenson in connection with State Highway Contract No. 1486 covering bridge construction over Youngs Bay near Astoria. This claim amounts to $6910.08 and represents materials furnished the contractor.

This information is given you as you appear as surety on the bond involved.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Lindstrom & Feigenson
7323 N. E. Halsey St.
Portland, Oregon

June 21, 1934

Hon. P. J. Stadelman,
Secretary of State
CAPITOL BUILDING

Dear Sir:

This is to acknowledge receipt of your communication of June 18 with attached copies of notice of claim which has been filed by the Chas. R. McCormick Lumber Company against the bond taken from Lindstrom & Feigenson in connection with State Highway Contract No. 1486 covering bridge construction over Youngs Bay near Astoria on the Oregon Coast Highway.

In accordance with our usual custom we are today notifying the contractor and the surety of the existence of this claim.

Yours very truly,
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

P. J. STADELMAN
SECRETARY OF STATE
SALEM, OREGON

June 18, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information and files, three copies of a notice of claim by Chas. R. McCormick Lumber Company for $6910.106 against the bond taken from Lindstrom & Feigenson, principal, and Aetna Casualty & Surety Company, surety, for work on the Youngs Bay Bridge on the Oregon Coast Highway.

Please acknowledge receipt of the copies.

Yours very truly,

P. J. Stadelman

Secretary of State

HM
encs. 3

COPY

CHAS. R. MC CORMICK LUMBER COMPANY
of Delaware

McCormick Terminal
Foot of Irving Street

Portland, Oregon
June 15, 1934

Hon. Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Chas. R. McCormick Lumber Company, has a claim for creosoted and other materials in the sum of $8910.06 against the bond taken from the Aetna Casualty and Surety Company, for materials used in the construction of the approaches to the Youngs Bay Bridge, on the Oregon Coast Highway in Clatsop County, awarded to Lindstrom & Feigenson.

Yours very truly,

Chas. R. McCormick Lumber Co.

By C. W. Phellers
Auditor

CWP:IE

Endorsed: File # 2438
Filed June 16, 1934
P. J. Stadelman
Secretary of State

#1486

[illegible]

COMMISSIONERS
LESLIE M. SCOTT, CHAIRMAN, PORTLAND
CARL G. WASHBURNE, EUGENE
E. B. ALDRICH, PENDLETON

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
BRIDGE ENGINEER

MRH 22

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 20, 1934

Mr. H. B. Glaisyer
Office

Dear Sir:

We wish to advise that Lindstrom & Feigenson completed all work under Contract No. 1486, Youngs Bay Bridge Approaches on June 5, 1934.

Will you please secure permission for us to pay the final estimate on this job?

Very truly yours

C. B. McCullough
Bridge Engineer

By WA Reeves
W. A. Reeves
Office Engineer

RR LD

#1486

#22

April 13, 1934

Chas. R. McCormick Lumber Company
Foot of Irving Street
Portland, Oregon

Gentlemen:

Reference is made to your letter of April 11 advising that there is owing to you by Lindstrom & Feigenson the sum of $10,910.06 for creosoted materials furnished that contractor for use in connection with the construction of the approaches to the Youngs Bay Bridge on the Oregon Coast Highway in Clatsop County.

In connection with that project Lindstrom & Feigenson furnished the State with a surety bond for the protection of just claims against the project, which bond was written by the Aetna Casualty & Surety Co. for whom Bates, Lively & Pearson are agents with offices in the Yeon Building, Portland, and we offer said bond to you for the protection of your claim.

In accordance with the provisions of Chapter 280, Laws of 1931, you should file an affidavit of your claim with the Secretary of State prior to the expiration of six months from the date of the completion of the project in order to hold the bonding company responsible and liable. The completion date of this project specified in the contract is February 28, 1934, which was extended by the Commission to May 31, 1934.

Payments made to Lindstrom & Feigenson during the months of February and March appear on our records as follows:

Warrant in the sum of $714.25 covering Estimate #4 for work performed up to January 10, 1934 was mailed on February 14.

Warrant in the sum of $9,925.45 covering Estimate #5 for work performed up to February 15, 1934 was mailed on March 7.

Warrant in the sum of $8,758.53 covering Estimate #6 for work performed up to March 12, 1934 was mailed on March 31.

All of the warrants listed herein were assigned by Lindstrom & Feigenson to the First National Bank of Portland, Astoria Branch, and the warrants were mailed to the Bank in accordance with instructions.

The next payment will be for work performed during the month ending April 12, 1934. Details concerning this payment have not been received as yet hence we are unable to advise you the approximate amount thereof. We expect the warrant will be ready to deliver the last of this month.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG:jn

April 12, 1934

H. R. G.

Payments to Lindstrom & Feigenson on Cont. #1486 - Youngs Bay Bridge have been made as follows:

Est, #4 - for work to Jan, 10th - $ 714.25 warrant mailed on Feb, 14, 1934

Est. #5 - for work to Feb, 15th - $9,925.45 - warrant mailed Mar, 7, 1934

Est. #6 - for work to Mar, 12th - $8,758.53 - warrant mailed Mar, 31, 1934.

All of the above payments have been assigned to First National Bank of Portland, Astoria Branch and the payments have been mailed to that Bank.

The next payment will be for work to April 12th. The estimate has not yet been submitted and we have no knowledge as to what the amount of the payment will be. The warrant will probably be mailed sometime the latter part of this month.

J. McF.

CHAS. R. McCORMICK LUMBER CO.
OF DELAWARE
RAIL DEPARTMENT
DOUGLAS FIR - HEMLOCK - SPRUCE - CEDAR
LUMBER - LATH - SHINGLES - PILING
McCORMICK TERMINAL, FOOT OF IRVING STREET
PORTLAND, OREGON

SAN FRANCISCO OFFICE
461 MARKET ST.
LOS ANGELES OFFICE
117 WEST 9TH STREET
SEATTLE OFFICE
1020 WHITE BUILDING

Phone ATwater 9161

MILLS AT
ST. HELENS, OREGON
PORT GAMBLE, WASHINGTON
PORT LUDLOW, WASHINGTON
CREOSOTING PLANT
ST. HELENS, OREGON

April 11, 1934

RECEIVED
APR 12 1934
MISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Attention: Mr. H. B. Glaisyer, Secretary

During September, October, November, we made shipment of creosoted materials to Lindstrom and Feignson for use in construction of the Youngs' Bay Bridge.

They are still due us on this job $10,910.06.

We would be pleased to have you give us the necessary information so that if it becomes necessary, we will be able to file claim.

We would also be pleased to have you advise us as to payments that have been made to them during the months of February and March and when the next payment will be made.

Very truly yours,

CHAS. R. McCORMICK LUMBER CO.

By ____________
Auditor

CWP:IE

[illegible]

#1486
PR22

March 3, 1934

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Attached is copy of letter received today from Mr. A. Q. Adams, of Vernonia, Oregon, further referring to his claim for piling furnished to Lindstrom & Feigenson in connection with state highway contract awarded to him for the construction of the Youngs Bay Bridge. This information is given you since you appear as surety on the bond furnished by the contractor.

Very truly yours

Secretary

HBG:jn

March 2, 1934

Mr. A. C. Adams
Vernonia, Oregon

Dear Sir:

Reference is made to your letter of February 28 regarding your claim against Fisher Piling & Lumber Company for piling furnished for use in connection with the state highway contract with Lindstrom & Feigenson for reconstruction of the Youngs Bay Bridge near Astoria.

As we informed you in our previous letter to you, Lindstrom & Feigenson furnished the State with a surety bond for the protection of claims incurred against this project. In the event you are unable to secure satisfaction from them or the Aetna Casualty & Surety Company, the surety on their bond, then you still have recourse by an action in the courts, and you should file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is inclosed.

Very truly yours

Secretary

RBG:jn

Vernonia, Ore.
Feb. 28, 1934

Oregon State Highway Dept.
Salem, Oregon

RECEIVED
MAR 2 - 1934
OREGON

Dear Sirs:

Several months ago I filed a claim with the Aetna Casualty & Surety Co., against the Fisher Piling & Lumber Co. for piling furnished for the Young's Bay Bridge. I have never heard from them. Please advise me as to what action I can take.

Yours truly
A. L. Adams

Sold to:
Fisher Lumber & Piling Co.
8000 lin. ft. piling @ 6¢
.06

$480.00
350 rec'd on acc't.
$130 Balance due.

#1483

PR22

February 2, 1934

Aetna Casualty & Surety Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Ben Lauden, which claim is in the sum of $34.00 and represents piling furnished to Lindstrom & Feigenson in connection with state highway contract No. 1486 awarded to them for the construction of a bridge over Youngs Bay near Astoria.

This copy is being forwarded to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

[illegible]
jn

c.c. Lindstrom & Feigenson
7923 N. E. Halsey
Portland, Oregon

February 2, 1934

Honorable Hal E. Hoss
Secretary of State
CAPITOL

Dear Sir:

This will acknowledge receipt of your letter of February 1, enclosing three copies of notice of claim filed in your office by Ben Louden in the sum of $34.00 for piling furnished in connection with the construction of a bridge over Youngs Bay near Astoria, State Highway Contract No. 1486 awarded to Lindstrom & Feigenson.

In accordance with our usual practice, we are today forwarding copies of such notice to the contractor and his surety.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

February 1, 1934

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Ben Louden for $34.00 against the bond taken from The Aetna Casualty & Surety Company for work on the Youngs Bay Bridge, which was filed in this office on December 27th, 1933.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
.cs. 3

COPY

Mist, Oregon

Dec. 21, 1933

Secretary of State

Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Ben Louden, has a claim for piling in the sum of $34.00 against the bond taken from The Aetna Casualty & Surety Co., through their agents, Bates, Lively, and Pearson, Yeon Bldg., Portland, Oregon for the work of the Youngs Bay Bridge.

Yours truly,

BEN LOUDEN

Endorsed: File No. 2399
Filed December 27, 1933
HAL E. HOSS,
Secretary of State

#1486

mis. 22

December 30, 1933

Hon. Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This will acknowledge receipt of your letter dated December 26 advising that a notice of claim has been filed in your office by M. Bols for rafting piling furnished for special rafting job to C. H. Fisher Lumber Company of Portland in connection with the construction of the Youngs Bay Bridge, State Highway Contract No. 1486 awarded to Lindstrom & Feigenson.

As per our usual practice, we are today forwarding one copy of the notice enclosed with your letter to the contractor and one copy to his bondsman.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG
jm

December 30, 1933

Aetna Casualty & Surety Co.
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Inclosed is a copy of the notice of claim filed in the office of the Secretary of State, which claim was filed by M. Bolz and is for rafting piling in the sum of $41.00 furnished to C. H. Fisher Lumber & Piling Company of Portland in connection with the construction of the Youngs Bay Bridge, State Highway Contract No. 1486 awarded to Lindstrom & Feigenson. This information is given to you inasmuch as you appear as surety on the bond furnished by the contractor.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

HBG
jn

c.c. Lindstrom & Feigenson
7923 N. E. Halsey St.
Portland, Oregon

Clatskanie, Oregon
Dec. 21, 1933

Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, M. Bolz, has a claim for rafting piling in the sum of $41.00 against the bond taken from the Aetna Casualty & Surety Co., through their agents, Bates, Lively, and Pearson, Yeon Bldg., Portland, Oregon for the work of the Youngs Bay Bridge.

Yours truly, M
M. BOLZ

This was a special rafting job for C. H. Fisher Lumber and Piling Co. of Portland

File No. 2577

Filed
December 28, 1933
HAL E. HOSS, Secretary of State

RECEIVED
DEC 30 1933
OREGON
STATE HIGHWAY COMMISSION

C. N. LAUGHRIDGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
DEC 30 1933
STATE HIGHWAY COMMISSION
OREGON

December 26, 1933

State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

A notice of claim by M. Bolz for rafting piling furnished for special rafting job for C. H. Fisher Lumber and Piling Company of Portland, against the bond taken from the Aetna Casualty & Surety Company, in the amount of $41.00 and used on the construction work of the Youngs Bay Bridge, has been received and filed in this office today.

A copy of the notice is enclosed for your information and files, together with two additional copies, one of which may be forwarded to the principal in the bond covering the contract and one to the surety.

Kindly acknowledge receipt of the copies and oblige.

Yours very truly,

Hal E Hoss

, Secretary of State

EL

Enc. 3

#1486
PR 22

December 13, 1933

The Aetna Casualty Company
Bates, Lively & Pearson, Agents
Yeon Building
Portland, Oregon

Gentlemen:

Inclosed is copy of notice of claim filed in the office of the Secretary of State by Adams & Holce, Mist, Oregon, in the amount of $130 for lumber sold to Lindstrom & Feigenson in connection with state highway contract No. 1486 for the reconstruction of the approaches to the Youngs Bay Bridge in Clatsop County.

This is forwarded to you inasmuch as you appear as surety on the contract bond furnished in this instance.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

HBG:MC
jm

c.c. Lindstrom & Feigenson
1723 N. E. Halsey St.
Portland, Oregon

December 13, 1933

Honorable Hal E. Hoss
Secretary of State
Capitol

Dear Sir:

This will acknowledge receipt of your letter of December 12 together with triplicate copies of notice of claim filed in your office by Adams & Holce in the amount of $130 for lumber sold to Lindstrom & Feigenson in connection with their contract to reconstruct the approaches to the Youngs Bay Bridge, Contract No. 1406.

In conformance with our usual practice, we are today notifying the contractor and his surety of the existence of this claim.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

RBG:MC
jn

C. N. LAUGHRIGE, CHIEF DEPUTY

HAL E. HOSS
SECRETARY OF STATE
SALEM, OREGON

December 12, 1933

Oregon State Highway Commission
State Office Building
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer, Secretary

There are enclosed for your information three copies of a notice of claim by Adams & Holce for $130.00 against the bond taken from The Aetna Casualty Company for work on the Youngs Bay Brdige.

Please acknowledge receipt of the copies.

Yours very truly,

Hal E Hoss

Secretary of State

HM
encs. 3

COPY

Mist, Oregon

Dec. 10, 1933.

Secretary of State

Salem, Oregon.

Dear Sirs:

Notice is hereby given that the undersigned, Adams & Holce, has a claim for unpeeled fir piling furnished for Youngs Bay Bridge in the sum of $130.00 against the bond taken from The Aetna Casualty & Surety Co., through their agents Bates, Lively, & Pearson, Yeon Building, Portland, for the work of the Youngs Bay Bridge.

Yours truly

Adams & Holce

By: A.Q. Adams

Sold to: Fisher Lumber & Piling Co.

8000 lineal ft piling @ 6¢ per ft	$480.00
Cash on acc't	330.00
Balance due	$130.00

Endorsed: File No. 2372
Filed December 12, 1933
HAL E. HOSS,
Secretary of State

nrh 22

December 6, 1933

S. S. Gordon, Manager
The First National Bank of Portland,
Astoria Branch
Astoria, Oregon

Dear Sir:

Replying to your letter of December 5th inquiring as to when Lindstrom & Feigenson's check in the sum of $24,177.40 will be forwarded to you, I am advised by our auditor that this warrant is being mailed to you today.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

THE FIRST NATIONAL BANK OF PORTLAND
ASTORIA BRANCH
ASTORIA, OREGON

December 5, 1933.

H. B. Glaisyer, Sec'y.,
State Highway Department,
Salem, Oregon.

Dear Sir:

Referring to the telegram sent us by you dated November 29th, as follows:

RETEL (?) CHECK ESTIMATE NUMBER TWO NOT YET DELIVERED STOP AMOUNT IS $24,177.40.

Can you advise us how soon we can expect this check, as we are advancing funds to Lindstrom & Feigenson on this assigned check, assuming that it would be remitted to us by this time?

Your answer will greatly oblige

Yours very truly,

S S Gordon

Manager.

SSG:M

today

#1486

7HH22

November 15, 1935

Mr. A. Q. Adams
Mist, Oregon

Dear Sir:

This acknowledges receipt of your letter of recent date advising that you have a claim against C. H. Fisher Piling & Lumber Company for piling furnished for use in reconstruction of the Youngs Bay Bridge at Astoria.

Our records show that this contract was awarded by the State Highway Commission to Lindstrom & Feigenson, Bridge Contractors of Portland. Evidently the Fisher Piling & Lumber Company has undertaken the delivery of the piling required. This is purely an assumption on our part; however, we have no record of them as contractors or material men, our dealings being strictly confined with the original contractor.

In connection with this project Lindstrom & Feigenson were required to furnish the state with a surety bond for the protection of all labor and material claims incurred against this contract. We offer this bond to you for the protection of your claim. The Aetna Casualty & Surety Company, through their agents, Bates, Lively & Pearson, Yeon Building, Portland, wrote the bond furnished on this contract.

In the event that you do not secure satisfaction of your claim within a reasonable length of time, would suggest that you file notice thereof with the bonding company and also with the Secretary of State, in conformance with Chapter 280, Oregon Laws of 1931, a copy of which is enclosed for your information.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

November 13, 1933.

Aetna Casualty & Surety Co.
C/o Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Gentlemen:

We have received information to the effect that A. Q. Adams of Mist has a claim against C. H. Fisher Piling & Lumber Company for piling furnished that company for use in reconstructing the Youngs Bay Bridge. Apparently the C. H. Fisher Piling & Lumber Company is furnishing the piling for Lindstrom & Feigenson to whom the contract was awarded for this work.

This information is given you as you appear as surety on the bond furnished in connection with this project which is covered by State Highway Contract No. 1486.

Yours very truly
STATE HIGHWAY COMMISSION

By

HBG:MC

Secretary

cc - Lindstrom & Feigenson,
7923 N. E. Halsey St.,
Portland, Oregon

Mist, Oregon
Nov. 10, 1933.

RECEIVED
NOV 13 1933
HIGHWAY COMMISSION

State Highway Dept.
Salem, Oregon

Dear Sirs:

About two months ago I sold some piling to the C. H. Fisher Piling & Lbr. Co., Portland, for the Youngs Bay bridge. I have been paid for about half of this and he has been stalling me off for the balance saying that the State has not yet paid for the piling. I have labor, stumpage, and various other bills against this piling that must be paid. Will you please advise me as to whether or not this has been paid to Mr. Fisher and if so what steps I should take to collect.

Yours truly,
A. L. Adams

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No. Oregon NRH 22

POST OFFICE BUILDING
PORTLAND, OREG.

Oct. 25, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
OCT 26 1933
OREGON

Appr. - 15347

Form P. R. 2

State Oregon

Project No. [illegible] 22.

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1926

Form P. R. 2

PROJECT AGREEMENT

Memorandum of Agreement made this 28th day of September, 1933

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73d Congress), approved June 16, 1933:

Whereas the Highway Department of said State submitted on the ______ day of ______, 19___, a project statement, which was approved by the Secretary on the 14th day of August, 1919, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ of said project which were recommended for approval by the United States District Engineer on the 9th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty thousand, five hundred forty-eight and 00/100 dollars ($130,548.00) as the share of the United States payable under said act on account of ~~Section~~ of said project, which ~~[illegible]~~ is the ~~[illegible]~~ of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under provisions of National Industrial Recovery Act
(Include amount, date, and citation of act of legislature by which authorized)

(b) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between bridge over Young's Bay and approaches thereto, between survey stations 329+00 and 350+05 (excepting therefrom the portion between stations 339+05 and 341+31),

, length 0.355 of a / miles, in Clatsop County, being ~~Section~~ xxxxxxxxxxxxxxxx ~~of~~ Oregon National Recovery Highway / project No. NRH 22, consisting of xxxxxxxxxxxxxxxxxxxxxxxxxxxx ~~miles of roadway and~~ 1 bridg~~es, each~~ of more than 20 feet clear span, 0.355 of a mile in length. known locally as the Young's Bay Bridge, on the Oregon Coast Highway, between Astoria and Hebo.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(a) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section of~~ said project shall not in any event exceed the sum of **one hundred thirty thousand, five hundred forty eight and 00/100** dollars (**$130,548.00**), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ **is** ~~not exceed the authorized Federal percentage of~~

~~dollars ($)~~ the approved total estimated cost of ~~Section of~~ said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to **the State Treasurer**

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws of 1927.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 13 day of Oct, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture

By P St J Wilson
Acting Chief, Bureau of Public Roads.

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as Project N[illegible] 22, State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of **$30,546.00** as the total estimated cost of said project, and the sum of **$30,546.00** as the share of the United States, payable under said acts on account of such project, which is the ~~does not exceed the authorized Federal pro rata share of said~~ total estimated cost.

REVISED

Done at the city of Washington, this 13 day of October one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture.~~

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

#1486

nrh 2.2

Sept. 29, 1933.

Bates, Lively & Pearson
Yeon Building
Portland, Oregon

Attention: K. V. Lively

Gentlemen:

Wish to thank you for your letter of the 27th instant enclosing your consent to the assignment made by Lindstrom and Feigenson, of all monies due or to become due them on their contract for the construction of the approaches of the Youngs Bay Bridge at Astoria, to the Astoria Branch of the First National Bank of Portland.

We shall be pleased to honor this assignment in accordance with its provisions.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC

cc - Carl F. Smith

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

September 27, 1933.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Re: Lindstrom & Feigenson - Contract No. 1486

I have just received a telephone call from Mr. Frigenson and he stated that he received a letter from you advising him that as soon as the surety consented to the assignment, which was completed by him assigning the funds to the Astoria Branch of the First National Bank, that everything would be complete.

We wish to refer you to our letter of September 13th in which we enclosed these assignments. In view of the fact that the letter covered two or three items, we are enclosing herewith additional consent to that assignment.

Very truly yours,

BATES, LIVELY & PEARSON

By K V Lively

KVL/J
Enc.

RECEIVED
SEP 28 1933
OREGON
STATE HIGHWAY COMMISSION

Sept. 15, 1933

Lindstrom & Feigenson,
7035 N. E. Halsey St.,
Portland, Oregon

Gentlemen:

I am returning herewith three signed copies of Assignment of Claim form whereby you assign to the First National Bank of Portland at Astoria all monies due you or to become due you in connection with contract No. 1486 which was awarded you for the reconstruction of approaches to the Young's Bay Bridge.

This assignment is not satisfactory in its present form. Execution of this form must be identical to the execution of the contract. Therefore, will you please have it signed by the secretary of your corporation and affix the seal of your corporation thereto. When this is done please return all copies to this office.

Yours very truly
STATE HIGHWAY COMMISSION

By

Secretary

HBG:MC
encl.

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

Sept. 13, 1933.

RECEIVED
SEP 14 1933
OREGON
STATE HIGHWAY COMMISSION

State Highway Commission,
Salem, Ore.

Re: Lindstrom & Feigenson - Contract #1486

Attention: Mr. J. M. Devers

Gentlemen:

We have yours of the 11th inst. explaining how the assignment should be completed, and as a result we have had same signed in triplicate by Mr. Feigenson as President of Lindstrom & Feigenson, and enclose same herewith, as we understand you desire the three for your approval.

We would appreciate if you will send us a copy of this for our files.

We hereby consent to the enclosed assignment.

Yours very truly,

BATES, LIVELY & PEARSON

by K V Lively

KVL/gs

Returned assignment & Contract 9/15 for signature & seal

September 13, 1933

Lindstrom & Feigenson
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

Herewith for your records and files is an executed copy of the contract awarded to you by the State Highway Commission for the reconstruction of the pile trestle approaches at the bridge over Youngs Bay on the Oregon Coast Highway near Astoria, Clatsop County.

Very truly yours

STATE HIGHWAY COMMISSION

Secretary

jn

Form 37—4174—2500—8-32

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

Date Sept. 9, 1933

Job name Young Bay Bridge

Week from Sept 2 **to** Sept 9

Mail address Cannon Beach

Highway Oregon Coast

Telegraph or telephone address 5F11 ~~MRH~~ 22

County Clatsop **Job prefix** —

Express and freight address

General information covering progress of work by party and by contractor, important developments, instructions to contractor, instructions from Division Engineer, changes in personnel of party, etc.:

Party helping Joe Skelton stake the Young bay bridge bridge Today (Saturday)

NOTED
H. G. Smith

[illegible]
SEP 11 1933

(See back of this sheet for instructions and detailed information)

Signed [illegible] Bradwell

Title Res. Eng

GRADING CONSTRUCTION

Total miles of grading in project ....

Miles completed ....

Miles completed except finishing ....

Total cubic yards in project ....

Cubic yards moved to date ....

Miles covered by contractor's forces ....

Miles cross-sectioned ....

Miles cross-sections completed and checked ....

Miles to be measured ....

Number men in Engineering Party ....

Contractor's average force for week .... *men,*

.... *teams,* .... *steam shovels*

Grading work will be completed about ....

ROCK SURFACING AND MAINTENANCE MATERIAL PROJECT

Total miles surfacing in project ....

Miles completed ....

Miles partially done ....

Total cubic yards in project ....

Cubic yards produced to date ....

Average daily yardage produced this week ....

Average daily yardage necessary to complete on time ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Project will be completed about ....

Number of men in Engineering Party ....

INSTRUCTIONS

Weekly reports are required to be submitted by all Locating Resident and other Field Engineers. Separate reports must be submitted for each job, and no single report shall cover more than one job.

Reports shall be mailed by not later than Sunday night. The original copy shall be mailed direct to the Salem office, and the duplicate direct to the Division Engineer. The triplicate copy shall be retained in the Field Engineer's files.

DO NOT include in weekly reports matters requiring action by, or the special attention of, Division Engineers or others, unless these matters are also taken up by a letter addressed to the attention of the party interested. Requisition for supplies, calls for men, requests for information, and other matters requiring action or reply will NOT receive attention, if made on this form.

Fill out those sections of the above detailed reports which apply to the particular class of work involved under the job covered by the report.

SURVEYS

Total mileage of section to be surveyed ....

Miles of preliminary staked ....

Miles of location staked ....

Per cent of field work complete ....

Per cent of office work complete ....

Number of days worked on this project ....

Number of men in party ....

Salary expense this week ....

All other expense this week ....

Previous total expenditure this survey ....

Total expenditure including this week ....

Survey will be completed about ....

Completed survey will cost about ....

Per mile cost of survey will be about ....

NOTE—Reestablishment of center line, line revisions, etc., for construction work is not considered survey work. Work of this kind is Construction Engineering.

PAVING WORK

Total miles paving in project ....

Miles paving completed ....

Total square yards in project ....

Square yards completed to date ....

Average daily square yards this week ....

Miles shoulders completed both sides ....

Contractor's average force for week .... *men,*

.... *teams,* .... *trucks*

Job will be completed about ....

Number of men in Engineering Party ....

DISTRIBUTION OF TIME

List all jobs upon which you have worked this week with percentage of this week's time on each.

1. *This job* .... *Percentage* ....
2. .... *Percentage* ....
3. .... *Percentage* ....
4. .... *Percentage* ....

August 28, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Youngs Bay Bridge Approaches, Project No. NRH-62.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREG.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-82

YOUNGS BAY BRIDGE ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement, Based on low bid prices.

Salem, Oregon, August 28, 1933.

Trestle Approach (Sta. 331/89 to 339/08)(Sta. 341/31 to 350/08)

8,000	lin. ft.	Pier Protection and Fender Piling	$ 0.85	$ 6,800.00
25,000	lin. ft.	Creosoted Trestle Piling	0.85	21,250.00
400	M-FBM	Treated Lumber	70.00	28,000.00
1,200	cu. yd.	Class "D" Concrete	16.00	19,200.00
270,000	lbs.	Metal Reinforcement	0.05	13,500.00
3,230	lin. ft.	Composite Handrail	3.00	9,690.00
All Required		Remove Old Bridge and Maint. Traffic		18,500.00
				$ 116,940.00

Roadway Approach (Sta. 329/30 to 331/89)

600	cu. yds.	Embankment in Place	$ 2.50	$ 1,500.00
80	cu. yds.	Crushed Rock Surfacing	3.00	240.00
				$ 1,740.00

Sub-total	$ 118,680.00
10% Engr. & Cont.	11,868.00
Total	$ 130,548.00

Length of Approach Trestle	1,620 ft.	0.306 miles
" " Earth Approach	259 ft.	0.049 miles
	1,879 ft.	0.355 miles

National Recovery Highway Funds Requested $ 130,548.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

[illegible] 8 - 1933

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 22, Youngs Bay Bridge, to Lindstrom & Feigenson, who submitted the low bid of $118,680.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August 10, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Reference is made to our letter of yesterday to you wherein we stated that the plans, specifications and estimate for Oregon NRH 22 were being recommended for approval. In that letter we stated we were enclosing a copy of the detail estimate for this project, showing certain corrections thereon and asking you to check us on our computations, but apparently we failed to enclose the estimate. We are, accordingly, attaching hereto this document.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer.

Encls.

RECEIVED
AUG 11 1933
OREGON
STATE HIGHWAY COMMISSION

Oregon State Highway Department

National Recovery Highway
Project No. NRH-22

YOUNGS BAY BRIDGE ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 5, 1933

Trestle Approach: (Sta. 331+69 to 339+05)(Sta. 341+31 to 350+05)

8,000	lin. ft.	Pier Protection and Fender Piling	$ 0.40	$ 3,200.00
25,000	lin. ft.	Creosoted Trestle Piling	0.90	22,500.00
400	M-FBM	Treated Lumber	75.00	30,000.00
1,200	cu. yds.	Class "B" Concrete	20.00	24,000.00
270,000	lbs.	Metal Reinforcement	0.05	13,500.00
2,130	lin. ft.	Composite Handrail	5.00	10,650.00
All Required		Remove Old Bridge & Maint. Traffic		15,000.00
				$118,859.00

Roadway Approach: (Sta. 329+00 to 331+69)

600	cu. yds.	Embankment in Place	$ 0.75	$ 450.00	
~~800~~ 80	cu. yds.	Crushed Rock Surfacing	1.50	~~1,200.00~~	12000
				$ ~~1,650.00~~	570 00
				~~$120,509.00~~	119429.00
		10% Engr. & Cont.		~~12,050.90~~	11942.90
		Total........................		~~$132,559.90~~	131371.90

Length of Approach Trestle 1,620 ft. .307 6 miles
" " Earth Approaches 259 ft. .049 "
1,879 ft. .356 miles

National Recovery Highway Funds Requested $ ~~132,559.90~~ 131371.90

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No.

August 9, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Plans, specifications and estimate for Oregon NRH 22, the Young's Bay Bridge on the Oregon Coast Highway, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses, mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeograph Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

We do not check your mileage as shown by the attached copy of the estimate which we are returning with the lengths as computed by us. If you check our figures, will you please make correction when project agreement estimates are forwarded.

As per your telephone conversation with Mr. Davis, we are also making correction in the amount of Crushed Rock Surfacing. The plans and proposal both show 80 cubic yards. The estimate shows 800 cubic yards. We have corrected the estimate to show 80 cubic yards, as per the enclosed copy.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer.

AUGUST
Fifth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany plans for the Youngs Bay Bridge Section, Project No. NRH 22. Five blueprint plans of the title sheet and layout sheet are being sent under separate cover.

For the reason that the south limit of the proposed work on this section extends beyond the south end of Project No. 22, it is our request that the south limit of the project be extended to include the new work. We are accordingly enclosing herewith five copies of the project statement map showing the revised south limit of Project 22.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-22

YOUNGS BAY BRIDGE ON THE

OREGON COAST HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany plans. Not as basis for project agreement.)

Salem, Oregon, August 5, 1933

Trestle Approach: (Sta. 331+59 to 339+05)(Sta. 341+31 to 350+05)

8,000 lin. ft.	Pier Protection and Fender Piling	85	$ 0.40	$ 3,200.00	
25,000 lin. ft.	Creosoted Trestle Piling	85	0.90	22,500.00	
400 M-FBM	Treated Lumber	70.00	75.00	30,000.00	
1,200 cu. yds.	Class "B" Concrete	16.00	20.00	24,000.00	
270,000 lbs.	Metal Reinforcement	.04	0.05	13,500.00	
3,230 lin. ft.	Composite Handrail	3.80	3.30	10,659.00	
All Required	Remove Old Bridge & Maint. Traffic	18,500.00		15,000.00	
				$118,859.00	

Roadway Approach: (Sta. 329+00 to 331+59)

600 cu. yds.	Embankment in Place	2.50	$ 0.75	$ 450.00	
80 ~~800~~ cu. yds.	Crushed Rock Surfacing	3.00	1.50	~~1,200.00~~	120
				$ 1,650.00	
		118 650		$120,509.00	119,400.
	10% Engr. & Cont.			12,050.90	
	Total........................			$132,559.90	

1620 ft. .306

Length of Approach Trestle ~~1,622~~ ft. ~~.307~~ miles
" " Earth Approaches 259 ft. .049 → .049
1,881 ft. .356 miles .355 (2)

National Recovery Highway Funds Requested $ 132,559.90

ASTO

ASTORIA

CONTRACT# 1487,

PR 181-C North Fork-Humbug Mtn. Sec. 1933

1487

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

October 14, 1935.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon USPW Proj. NRH 181-C (1935), North Fork-Humbug Mountain Section, Wolf Creek Highway, Clatsop County, ________, was made by a representative of this office on October 11, 1935. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Hwy. Engineer

Fin.

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO FILE No. Ore. NRH 161-C (1935)

POST OFFICE BUILDING
PORTLAND, OREGON

Jan. 18, 1935

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ______________ project agreement and certificate for the above numbered [illegible] project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jom

Hwy. 16299

[illegible] R. 2

U.S.Public Works Hwy. State [illegible] 151-C (1935)
Project No. ....

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of November, 1934

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Cong.), approved June 16, 1933 and act approved June 18, 1934, (Public No. 393, 73rd Cong.):

Whereas the Highway Department of said State submitted on the 9th day of September, 1933, a project statement, which was approved by the Secretary on the 19th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1934; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, nine hundred forty four and 75/100 dollars ($5,944.75) as the share of the United States payable under said act on account of Section C of said project, which ~~does not exceed the authorized Federal pro rata share~~ is of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the Stat. from funds apportioned under the act of June 18, 1934.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 136+50 at the east end of 181-A in the SE 1/4 of Section 17, T 5 N, R 8 W, W.M., and survey station 266+50, the west end of 181-B in the south one-half of Section 21, T 5 N, R 8 W, W. M.,

, length 1.325 miles, in Clatsop County, being Section C of Oregon U.S.Public Wks. Hy. project No. NRH 181 / (1935), consisting of 1.325 miles of roadway and no bridges, each of more than 20 feet clear span, [illegible] known locally as the North Fork-Humbug Mountain Section of the Wolf Creek Highway, between official control points, Portland and Necanicum.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5516

(b) The Highway Department hereby agrees that full compliance with the provisions of Executive Order No. 6646, issued by the President March 14, 1934, will be enforced at all times in carrying out the improvement contemplated by this agreement, and that any contract let for the construction of the project covered by this agreement shall contain a specific requirement of compliance with said Executive Order.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section ....6..... of said project shall not in any event exceed the sum of ....five thousand, nine hundred forty four and 78/100.................... dollars ($.5,944.78..........), certified to the Secretary of the Treasury as above mentioned, which ~~does~~ ~~[illegible]~~ ....

....

[illegible] ....[illegible]........... [illegible] the approved total estimated cost of Section ...6...... of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to ....the State Treasurer....................

....
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of ....Oregon.................................
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: ......Chap. 41, Laws of 1927 and Chap. 246, Laws of 1931.......................
(Include reference to statute authorizing funds and probable amount annually available)

....

....

....

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 8th day of Jany., 1935

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By Wilson
Acting Chief, Bureau of Public Roads

8—3518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of **Oregon**

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **U.S.Public Works Hwy.** Project No. **NRH 181-C (1935)**, State of **Oregon.**

Second. That in accordance with said provisions I have approved the sum of $**5,944.78** as the total estimated cost of said project, and the sum of $**5,944.78** as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~pro rata share of~~ said total estimated cost.

Done at the city of Washington, this 8th day of January one thousand nine hundred and thirty five

Secretary of Agriculture.

By
Acting Chief, Bureau of Public Roads

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

R H BALDOCK

/

Dec 8,1934
[redacted]

181C

Cost Analysis Final Report

Wolf Creek Highway, North Fork-Humbug Mountain Section, Grading, Contract 1487, Prefix 4 PV

Fred Slate, Contractor
Carl Petersen, Resident Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	$19,472.91	25.8 acres	754.76	736.43	$ 19,000.00
Excavation	48,724.80	268,569 cu.yds.	0.181	0.33	88,627.87
Overhaul	5,616.92	280,846 yd.sta.	0.02	0.02	5,616.92
Truck Haul	12,204.10	50,020 yd.mi.	0.244	0.20	10,004.10
18" Corrugated Iron Pipe	1,246.40	656 lin.ft.	1.90	1.50	984.00
24" " " "	370.00	148 " "	2.50	2.25	333.00
36" " " "	960.50	170 " "	5.65	5.50	935.00
42" " " "	3,630.50	530 " "	6.85	6.50	3,445.00
8" Porous Drain Tile	247.75	527 " "	0.47	0.40	210.80
Backfill for drains	90.85	79 cu.yds.	1.15	2.00	158.00
Force Account	1,588.90				1,354.73
Mess House, Lodging and Commissary	9,242.21				5,744.22
	$103,395.84				$136,413.64

Gross Revenue	$136,413.64
Total Cost	103,395.84
Net Profit	$ 33,017.80

Net Profit equals 31.9 % of Cost

E. H. CLYMER

NOTED
State Highway Engineer

RECEIVED
DEC 10 1934

Cost Analysis Final Report October 27, 1934.

Wolf Creek Highway, North Fork-Humbug Mountain Section, Grading, Contract 1487, Prefix 4 PV

Labor						
Labor					$ 28,747.64	
Supervision (Superintendent & Bookkeeper					3,826.82	
" (Fred Slate part time 12 months at $200.00)					2,400.00	
Cookhouse and Camp Labor					2,742.34	
State Industrial Accident Commission					2,162.51	
						$ 39,879.31
Material						
8"	Porous Drain Tile	530	lin. ft. at	0.12	63.60	
18"	Corrugated Iron Culv. Pipe	656	lin. ft. "	1.08	708.48	
24"	" " " "	148	" " "	1.70	251.60	
36"	" " " "	170	" " "	4.29	729.30	
42"	" " " "	530	" " "	5.02	2,660.60	
18"	Corr. Iron Culv. Pipe Bands	27	" " "	1.55	41.85	
24"	" " " " "	6	" " "	2.96	17.76	
36"	" " " " "	6	" " "	4.29	25.74	
42"	" " " " "	19	" " "	5.02	95.38	
						4,594.31
Equipment Rental, Supplies and Miscellaneous						
Equipment Rental					22,606.00	
Diesel Oil, Gas, Oil and Grease					9,766.86	
Hired Trucks including Gas, Oil and Grease					5,078.86	
Explosives used on Clearing					3,693.10	
Explosives used on Solid Rock Excavation					789.28	
Freight and Cartage					624.98	
Small Tools, Supplies and Miscellaneous					2,994.24	
Parts and Repairs					6,009.36	
Hired Team					26.77	
Camp Rental					1,200.00	
Bond - 1 per cent of Gross Earnings					1,306.69	
Liability Insurance					76.35	
Cook House, Commissary and Camp Supplies					4,749.73	
						58,922.22

Cost Grand Total $103,395.84

RECEIVE
DEC 10 1934

Cost Analysis Final Report October 27, 1934.

Wolf Creek Highway, North Fork-Humbug Mountain Section, Grading, Contract 1487, Prefix 4 FV

Remarks:

This job was started September 3, 1933 and was completed September 30, 1934. Due to rainy weather, slides and windfalls, job was closed down December 16 and was started again February 10. Rains during spring and summer hampered progress. The soil is a clay which is difficult to work when wet.

Supervision, camp rental and overhead expense, which continued while job was closed down, increased cost.

About 85 per cent of the excavation was done with 3-75 horse power Diesel Cats and 1-60 horse power gas Cat, equipped with Slate rear end bulldozers. Some of the dirt was moved as far as 2,000 feet with this equipment. Three seven-hour shifts worked 21 hours per day.

About 15 per cent of the excavation, mostly solid rock, was moved with a 7/8 cubic yard shovel and trucks. Two seven-hour shifts worked 14 hours per day. Part of the rock was drilled and shot and part was dug without shooting. The rock was used to top fills. Wet and muddy grade hampered truck haul and increased cost.

The clearing and grubbing was done during fall and winter and the wet weather increased cost. 25.8 acres were cleared and 10 acres were grubbed for a cost of $19,372.91, or an average cost of $754.56 per acre. This was heavy clearing, averaging about 110 trees from 8 inches to 9 FEETs in diameter per acre, besides brush and a considerable number of old downfalls. Clearing and grubbing were done almost entirely by hand labor methods. Large logs were drilled with electric drills and split with powder to facilitate burning. Large stumps were blown out with powder and then burned.

Wage scale paid was 55 cents per hour for common labor and 65 cents to $1.25 per hour for skilled labor.

E. H. CLYMER

RECEIVED
DEC 10 1934

October 20, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Fork-[illegible] Mountain Section, Project No. NRH 181-C (1935).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Bush/EH

Encl.

Oregon State Highway Department

U. S. Public Works
Project No. NRH 181-C (1935)

NORTH FORK-HUMBUG MOUNTAIN SECTION OF THE WOLFE CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1934

All Required		Clearing and Grubbing		$ 152.35
350	dia. ft.	Felling Danger Trees	$1.00	350.00
1,000	cu. yds.	Excavation, Single Classification	0.59	590.00
500	yd. mi.	Truck Haul	0.18	90.00
2,200	cu. yds.	Base Materials in Surfacing	1.00	2,200.00
1,600	" "	Top " " "	1.00	1,600.00
2,600	yd. mi.	Hauling Surfacing Materials	0.12	312.00
200	cu. yds.	Filler	0.25	50.00
500	yd. mi.	Hauling Filler	0.12	60.00
			Sub-total	$5,404.35
			10% Engr. & Cont.	540.43
			Total	$5,944.78

Length of Roadwork	1.325 miles
Cost per mile	$4,486.62

NRH Funds Requested- $5,944.78

State Funds for Construction: Chap. 173, laws 1917; Chap. 31, laws 1920
" " " Maintenance: Chap. 41, laws 1927

Form 238—5M—2-34

ON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Oct 13, 1934

Section North Fork - [illegible]

Kind of work Grading

Highway Wolf Creek

Section prefix 4PV-NRH-181-C

Contractor Fred H Slate

Contract number 148[illegible]

Date of contract Aug 21st, 1933

Date of completion Sept 30, 1934

Date work started Sept 1st, 1933

Estimated date of completion ......, 193...

Amount of contract $129950.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $135,669.62

Per cent of contract completed, based on total contract price 104 %

Engineering costs to date, $4815, 3.7 %

Date project was completed Sept 30th, 1934

General information covering progress of work by party and by contractor, important developments, instructions from Division Engineers, exchanges in personnel of party, etc.:

Engineer crew of one man worked all week on Final Record and completed same —

Asst Div Engin F.D. [illegible] & H Libby over section on Tuesday

RECEIVED OCT 1[illegible] 1934

Signed

Address [illegible]

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1¾				
Miles partially completed	—				
Miles completed	1¾				
Total estimated quantities	257500				
Estimated quantities moved or placed to date	262500				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 1, 1934

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon U. S. Public Works highway project NRH 181-C (1935), North Fork-Humbug Mountain section of the Wolf Creek Highway, to Saxton & Looney, Corvallis, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Jrom

August 13, 1934

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate to accompany surfacing specifications for the North Fork-Humbug Mt. Section, Project No. (1935) NRH 181-C.

Five bid proposals and five blueprint copies of the summary sheet are being sent under separate cover.

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

U. S. Public Works
Proj. No. (1935)NRH 181-C

NORTH FORK-HUMBUG MOUNTAIN SECTION OF THE WOLFE CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate to accompany surfacing specifications. Not as basis for project agreement)

Salem, Oregon, August 13, 1934.

All Required				
		Clearing & Grubbing		$ 100.00
350	dia. ft.	Falling Danger Trees	$2.00	700.00
1,000	cu. yds.	Excavation, Single Classification	0.40	400.00
500	yd. mi.	Truck Haul	0.15	75.00
2,200	cu. yds.	Base Materials in Surfacing	1.00	2,200.00
1,600	" "	Top Materials in Surfacing	1.25	2,000.00
2,600	yd. mi.	Hauling Surfacing Materials	0.15	390.00
200	cu. yds.	Filler	0.50	100.00
500	yd. mi.	Hauling Filler	0.20	100.00
			Sub-total	$6,065.00
			10% Engr. & Cont.	606.50
			Total	$6,671.50

Length of Roadwork 1.325 miles
Cost per mile $5,035.09

National Recovery Highway Funds Requested $6,671.50

R H BALDOCK

Cost Analysis to May 15 May 29,1934 181-C

Wolf Creek Highway,Northfork Humbug Mt Section,Grading,Contract 1487,Prefix 4 FV,

Fred Slate,Contractor
Carl Petersen,Resident Construction Engineer

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	18982.50	(25.8 Acres (98% Complete	735.75	736.43	18620.00
Excavation Single Classif	22737.20	108977 Cu Yds	0.209	0.33	35969.01
Overhaul	2280.00	114000 Yd Sta	0.02	0.02	2280.00
18" Corr Iron Culv Pipe	992.00	536 Lin Ft	1.85	1.50	804.00
24" " " " "	314.00	128 Lin Ft	2.45	2.25	288.00
36" " " " "	960.00	170 Lin Ft	5.65	5.50	935.00
42" " " " "	2815.00	420 Lin Ft	6.70	6.50	2730.00
Force Account,~~Remove Slides~~	935.30				702.65
Cookhouse,Commissary and Lodging	6140.00				3800.00
Total	56156.00				66128.66

Gross Earnings	66128.66
Total Cost	56156.00
Net Profit	9972.66

Net Profit equals 17.8 % of Cost

E.H.Clymer

NOTED
State Highway Engineer

C[illegible] A[illegible]ysis to May 15, [illegible]y 29,1934

Creek Highway,Northfork Humbug Mt Section,Grading,Contract 1487,Prefix 4 FV.

Labor			
Labor		18202.60	
Supervision (Including Fred Slate 7 Mo @ 200.00 per mo)		3697.70	
Cookhouse and Camp Labor		1865179	
State Industrial Accident Insurance		1461.10	
			25227.19
Material			
18" Corr Iron Culv Pipe	536 Lin Ft @ $1.08	578.88	
24" " " " "	128 " " @ 1.70	217.60	
36" " " " "	170 " " @ 4.29	729.30	
42" " " " "	420 " " @ 5.02	2108.40	
18" " " " " Bands	21 Bands @ 1.55	32.55	
24" " " " " "	5 " @ 2.96	14.80	
36" " " " " "	6 " @ 4.29	25.74	
42" " " " " "	15 " @ 5.02	75.30	
			3782.57
Equipment Rental,Supplies and Misc.			
Equip Rental		9526.50	
Gas,Oil and Grease		4788.00	
Explosives (Used on Clearing)		3352.47	
Freight and Cartage		334.51	
Camp Rental (8 months @ $100.00)		800.00	
Bond (1% of Gross Earnings)		623.29	
Cookhouse and Commissary Supplies		3096.51	
Hired Team		26.77	
Liability Insurance		76.35	
Small Tools,Supplies,Telephone and Misc		1643.84	
Parts and Repairs		2878.00	
HIRED TRUCKS INCLUDING [illegible]		264.55	27146.24

Cost Grand Total 56156.00

Cost Analysis to May 15 May [illegible],1934

Wolf Creek Highway,Northfork Humbug Mt Section,Grading, Contract 1487,Prefix 4 PV.

Fred Slate,Contractor

Remarks:

This Job is about 50% complete.Work was started Sept 3 but due to rainy weather, slides and windfalls was closed down Dec 16.Work was started again Feb 10 and between rains good progress is being made.Clearing and grubbing is practically done and some excavation work has been done on all cuts entire length of job.

Supervision,camp rental and overhead expense which continued while job was closed down has increased the cost.

Wet winter weather increased the cost of clearing and grubbing which is now about 98% complete.25.8 acres cleared and 10 acres grubbed for a cost of $18982.50 Or an average cost for clearing and grubbing of $735.75 per acre.This was heavy clearing,average about 110 trees from 8 inches to 9 feet in diameter per acre,besides brush and a considerable number of old down falls.Clearing and grubbing was done almost entirely by hand labor methods.Large logs were drilled with electric drills and split with powder to facilitate burning.Large stumps were blowed out with powder.

Two 75 HP Diesel Cats equipped with 12' X 4' rear end Bulldosers and two 60 HP Gas Cats equipped with 10' X 3½' rear end Bulldosers,operating 21 hours per day when weather will permit are making good progress.Average output about 30 Cu Yds per hour per cat,actual operating time.

A Lorain shovel #55 with 7/8 yd bucket excavating in a rock cut which has not been shot is making slow progress,average about 300 Cu Yds per 14 hour day.Poor progress is mostly due to inexperienced operators employed thru the County Employment Bureau.In addition to being slow the operators allow the bucket strike the truck often and are rough on the shovel when digging which increases repair costs. Good operators should dig about 700 Cu Yds of this rock in 14 hours.

E.H.Clymer

R H BALDOCK

Cost Analysis to April 15 5-7-34 111C

Wolf Creek Highway,North Fork Humbug Mountain Section,Grading,Contract 1487,
Prefix 4 FV.

Fred Slate,Contractor

	Cost	Quantity	Unit Cost	Unit Bid	Gross Earnings
Clearing and Grubbing	17346.00	95% complete	-	-	18050.00
Excavation Single Class	15407.70	78334 Cu Yds	0.197	0.33	25850.22
Overhaul	1680.00	84000 Yd Sta	0.02	0.02	1680.00
18" Corr Iron Culv Pipe	992.00	536 Lin Ft	1.85	1.50	804.00
36" " " " "	960.50	170 " "	5.65	5.50	935.00
42" " " " "	1357.20	200 " "	6.79	6.50	1300.00
Cookhouse,Lodging and Commissary	5227.00				3400.00
	42970.40				52019.22

Gross Earning	52019.22
Total Cost	42970.40
Net Profit	9048.82

Net Profit equals 21% of cost

Cost Analysis to April 15 5-7-34

Wolf Creek Highway,North Fork Humbug Mt Section,Grading,Contract 1487,Prefix 4 FV.

Fred Slate,Contractor.

Labor			
Labor		15523.19	
Cookhouse labor		1648.98	
Supervision (including Fred Slate 6 mo @$200.00 mo)		2872.80	
State Industrial Accident Ins		1259.19	
			21304.16
Material			
18" Corr Iron Culv Pipe	536 L.F.@ $1.08	578.88	
36" " " " "	170L.F.@ 4.29	729.30	
42" " " " "	200 L.F.@ 5.02	1004.00	
18" " " " " Bands	21 @ 1.55	32.55	
36" " " " " "	6 @ 4.29	25.74	
42" " " " " "	7 @ 5.02	35.14	
			2405.61
Equipment Rental,Supplies and Misc.			
Equip Rental		6127.50	
Gas,Oil and Grease		3090.00	
Explosives (used on clearing)		2661.07	
Freight and Cartage		334.51	
Camp Rental (7 Months at $100.00)		700.00	
Bond (1% of Gross Earnings)		486.19	
Cookhouse and Commissary Supplies		2760.56	
Hired Team		26.77	
Liability Insurance		76.35	
Small Tools,Supplies and Misc		1517.68	
Parts and Repairs		1480.00	
			19260.63

Cost Grand Total $ 42970.40

Cos[illegible] [illegible]al[illegible]s to April 15 5[illegible].-3[illegible]

Wolf Creek Highway,North Fork Humbug Mt Section,Grading,Contract 1487,Prefix 4 PV.

Remarks:

This Job is about 38 % Complete.Job was started Sept 3,1933 but due to rainy winter weather,slides and windfalls was closed down Dec 16.Work was started ~~a imx~~ again Feb 10 and between rains good progress is being made.

Supervision,camp rental,part of equipment rental and overhead expense which continued while job was closed down has increased the cost.

Cost of clearing and grubbing was increased due to wet weather.Approximately 25.8 Acres cleared and 10 acres grubbed for a cost of $17346.00 or ~~xxx~~ an average cost for clearing and grubbing of $672.00 per acre.Clearing and grubbing is about 95% complete.

Progress on excavation has been delayed by rain and mud,but good progress is made when weather will permit.2 75 Diesel Cats equipped with 12' X 4' Bulldosers and 2 60 Gas cats equipped with 10' X 3½' Bulldosers operate 21 hours per day when weather will permit.Approximately 68334 Cu Yds was moved in 2720 Cat operating hours or an average of 25 Cu Yds per hour per cat.

Culvert Pipe was bid too low for this location.Pipe was hauled in on sled drawn by 60 cat over pioneer road which increased cost.

Loss on cookhouse and lodging is partly due to the fluctuation in the size of the crew that stay at camp.In bad weather when work is closed down or after the men get in their 40 hours for the week they leave camp.The cookhouse labor,camp rental and part of ~~xxxxxxx~~ other expense remains the same regardless of the size of crew accomadated.It is doubtful if $1.00 per day is sufficent to pay for good board and lodging.

E.H.Clymer

Stencil No. 124

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE No. Ore. NRH 181-C

Jan. 4, 1934.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

RECEIVED
JAN 5 - 1934
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

We are forwarding herewith for your files an executed copy each of the ____________ project agreement and certificate for the above numbered Federal-aid project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Appr. 16299

Form P. R. 2
State Oregon
Project No. NRM 161, Section C

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

RECEIVED
OCT 6 - 1933
OREGON
STATE HIGHWAY COMMISSION

WASHINGTON
GOVERNMENT PRINTING OFFICE
1931

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 12th day of October, 1933

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly the National Industrial Recovery Act (Public No. 67, 73rd Congress), approved June 16, 1933;

Whereas the Highway Department of said State submitted on the 9th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C of said project which were recommended for approval by the United States District Engineer on the 9th day of August, 1933; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-seven thousand, four hundred forty-five and no/100 dollars ($137,445.00) as the share of the United States payable under said act on account of Section C of said project, which ~~[illegible]~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State **under provisions of the National Industrial Recovery Act.**
(Include amount, date, and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between **survey station 196+50 at the east end of Section A of said project in the S.E. 1/4 of Sec. 17, T. 5 N., R. 8 W., W.M., and survey station 266+50 at the west end of Section B of said project in the south 1/2 of Sec. [illegible], T. 5 N., R. 8 W., W.M.,**

, length **1.325** miles, in **Clatsop** County, being Section **C** of **Oregon National Recovery Highway** project No. **NRH 161**, consisting of **1.325** miles of roadway and **no** bridges, of more than 20 feet clear span, **known locally as the North Fork - Humbug Mountain Section of the Wolf Creek Highway, between official control points Federal Aid Road at Portland via Wolf Creek Route to Federal Aid Road at Necanicum.**

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account or by convict labor shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account or by convict labor shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C of said project shall not in any event exceed the sum of one hundred thirty-seven thousand, four hundred forty-five and no/100 dollars ($137,445.00), certified to the Secretary of the Treasury as above mentioned, which ~~[illegible]~~ is

~~dollars ($xx xxxxxxxxxxx)~~ the approved total estimated cost of Section C of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, Laws of 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. F.A.P. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the 22d day of December, 1933

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Leslie Scott

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

Secretary of Agriculture.
~~Secretary of Agriculture.~~

U S GOVERNMENT PRINTING OFFICE: 1931 8—5518

By P. St. J. Wilson
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. NRM 161-C State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 137,445.00 as the total estimated cost of said project, and the sum of $ 137,445.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal pro rata share of~~ is said total estimated cost.

Done at the city of Washington, this 22d day of December
one thousand nine hundred and thirty-three

Secretary of Agriculture
~~Secretary of Agriculture~~

By [illegible] Wilson
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE: 1931 8—4829

181-C

September 13, 1933

Fred H. Slate
3015 S. E. 29th Avenue
Portland, Oregon

Dear Sir:

By express we are forwarding for your records and files an executed copy of the contract recently awarded to you for the construction of the North Fork-Humbug Mountain Section of the Wolf Creek Highway in Clatsop County.

Yours very truly

STATE HIGHWAY COMMISSION

Secretary

jm

September 9, 1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In reply to your letter of August 31st, this will advise that we have no definite plan for the surfacing of the North Fork-Humbug Mountain Section (Project NRS-181-C), but, in accordance with our usual policy, the surfacing will undoubtedly be placed within the next year or two, or as soon thereafter as the construction of other units of the Wolf Creek Highway is advanced to the stage where there can be sufficient traffic to justify construction of the surfacing.

If any considerable volume of local traffic developes, it can be taken care of by the construction of a temporary surfacing of some kind, unless it then appears advisable to proceed with the construction of the permanent surfacing. The availability of funds will have much to do with the decisions in regard to these matters.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE
REFER TO FILE No. ____

RECEIVED
SEP 1 - 1933
OREGON
STATE HI

August 31, 1933.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:-

Would you please furnish a statement regarding your plans for surfacing Oregon NRH-151-C.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer.

North Fork - Humbug Mt

AUGUST
Twenty-Ninth
1933

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the North Fork-Humbug Mountain Section, Project No. NRH-181-C.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

National Recovery Highway
Project No. NRH-181-C

NORTH FORK-HUMBUG MOUNTAIN SECTION OF THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 29, 1933.

All Required		Clearing and Grubbing		$ 19,000.00
257,000	cu. yds.	Excavation, Single Classif.	$ 0.33	84,810.00
235,000	yd. stas.	Overhaul	0.02	4,700.00
56,000	yd. mi.	Truck Haul	0.20	11,200.00
55	cu. yds.	Class "A" Concrete	25.00	1,375.00
8,000	lbs.	Metal Reinforcement	0.06	480.00
640	lin. ft.	18-inch Culvert Pipe	1.50	960.00
60	lin. ft.	24-inch Culvert Pipe	2.25	135.00
100	lin. ft.	36-inch Culvert Pipe (Extra Strength)	5.50	550.00
200	lin. ft.	42-inch Culvert Pipe (Extra Strength)	6.50	1,300.00
550	lin. ft.	8-inch Porous Drain Tile	0.40	220.00
110	cu. yds.	Rock Backfill for Drains	2.00	220.00
			Sub-total	$ 124,950.00
			10% Engr. & Cont.	12,495.00
			Total................	$ 137,445.00

Length 1.325 miles

Cost per mile $ 103,732.07

National Recovery Highway Funds Requested.......$ 137,445.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920
State Funds for Maintenance: Chap. 44, Laws 1927

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No._______

POST OFFICE BUILDING
PORTLAND, OREG.

August 24, 1933

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence today in the award of contract for Oregon NRH 181-C, Wolf Creek grading, to Fred H. Slate, who submitted the low bid of $124,950.00.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

August ;9, 1933

RECEIVED
AUG 11 1933
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Plans, specifications and estimate for Oregon NRH 181-C, the North Fork-Humbug Mt. section of the Wolf Creek Highway, 1.325 miles of grading, have today been recommended for approval. This is your authority for proceeding with advertising.

Special clauses mentioned in our letter of August 2, 1933, should be included in the advertisement for bids. Also we would like to have for each project four copies of mimeographed Notice to Contractors, which should likewise contain the three clauses mentioned.

As no Federal funds will be paid on this project until or unless the agreement is executed, it is essential that all documents be forwarded without delay. This is particularly true of bid tabulations and agreement estimates. As we have been instructed to submit these documents immediately after the letting, we are requesting that they be forwarded so as to reach this office not more than three days after the letting.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

J U N E
Twenty- Second
1 9 3 3

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith six copies of estimate accompanying plans for the North Fork-Humbug Mountain Section, Project No. 121-C.

Two copies of specifications and two sets of blue-print plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MH

Encl.

Oregon State Highway Department

Federal Public Works
Hwy. Proj. No. 161-C

NORTH FORK-HUMBUG MOUNTAIN SECTION OF
THE WOLF CREEK HIGHWAY IN CLATSOP COUNTY

(Estimate with plans. Not as basis for project agreement.)

Salem, Oregon, June 22, 1933.

All Required		Clearing and Grubbing		$ 10,000.00
257,000	cu. yds.	Excavation, Single Classif.	$ 0.40	102,800.00
235,000	yd. sta.	Overhaul	0.02	4,700.00
56,000	yd. mi.	Truck Haul	0.15	8,400.00
55	cu. yds.	Class "A" Concrete	25.00	1,375.00
5,000	lbs.	Metal Reinforcement	0.08	400.00
640	lin. ft.	18" Culvert Pipe	2.50	1,600.00
60	lin. ft.	24" Culvert Pipe	3.50	210.00
100	lin. ft.	36" Culvert Pipe (Extra Strength)	6.00	600.00
200	lin. ft.	42" Culvert Pipe (Extra Strength)	8.00	1,600.00
550	lin. ft.	6" Porous Drain Tile	0.50	275.00
110	cu. yds.	Rock Backfill for Drains	1.50	165.00
			Sub-total	$ 132,405.00
			10% Engr. & Cont.	13,240.50
			Total	$ 145,645.50

Length 1.325 miles

Cost per mile $ 109,921.13

Public Works Highway Funds Requested $ 145,645.50

SPECIAL PROVISIONS

North Fork-Humbug Mt. Section

TIME AND PLACE OF RECEIVING BIDS

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the construction of 1.34 miles of highway roadbed on the North Fork-Humbug Mountain Section of the Wolf Creek Highway in Clatsop County.

The west end of the project is at Station 196+50, which station is approximately 3.6 miles east of the junction of the Wolf Creek Highway with the Oregon Coast Highway at Necanicum. The east end of the project is at Station 266+50, which Station is approximately six miles west of Elsie.

DATE OF COMPLETION

The work to be done under the contract shall be completed not later than September 30, 1934.

CLEARING AND GRUBBING

Specifications:

The standard specification for "Clearing and Grubbing" as given in Section 7 of the standard specification form shall apply, except as that specification is supplemented and modified by the provisions which follow.

Areas Within Which Clearing and Grubbing is to Be Done:

The area to be cleared and the area within which all specified grubbing work is to be done shall be understood to be the area indicated by the clearing limit lines shown on the plans.

Designated Trees to Be Left in Place:

Such trees within the area to be cleared as the engineer may request the contractor to leave standing, shall be left standing, and the contractor shall see to it that such trees are in no way injured by the falling and burning of other timber or from other cause. All brush, snags, dead trees, logs, stumps and other undesirable vegetable matter shall be cleared from around and among the trees left standing, as well as from the other portions of the areas to be cleared.

Logs to Be Property of Contractor:

The contractor will be allowed to log and to sell for his own benefit all or any part of the merchantable timber occurring within the limits of the area to be cleared, except such trees as are designated by the engineer to be left standing. It is understood, however, that all of the logs shall be removed from the highway right-of-way before September 30, 1934, and that payment to the contractor of the final estimate will not be made until the logs are either hauled away to the mills or burned.

Burning:

The attention of the contractor is called to the fact that the burning involved in the clearing work must be performed in accordance with the requirements of the State Forester and without damage to standing trees within or alongside the right-of-way. It is probable that no burning will be permitted until after the fall rains have set in, and that until that time, the clearing debris will have to be moved into piles at suitable locations on the right-of-way and left to be burned when burning is permissible.

Early Completion of Clearing Required:

All clearing and grubbing work, including burning, shall be completed by not later than November 30, 1933.

North Fork-Humbug Mt. Section

EARTHWORK

Specifications:

All earthwork to be performed under this contract shall be performed in accordance with the standard specification for "Earthwork" as given in Section 8 of the standard specification form, except as that specification is supplemented and modified by the provisions which follow.

Classification:

All excavation shall be classified in accordance with the single classification basis of classification described in the standard specification.

Compaction of Embankments:

Embankments shall be built-up in horizontal layers having uniform thicknesses not greater than eight (8) inches, and each layer shall be separately and thoroughly compacted by means of heavy tamping rollers, by means of tractors having wheels equipped with tamping lugs or by means of some other thoroughly effective compacting equipment approved by the engineer. The compacting operations on each layer shall continue until no further compaction can be obtained, and the placing of the successive layer of embankment material shall, under no circumstances, be commenced until that condition is fulfilled.

Where, on account of the presence of solid rock in the embankment materials or on account of the embankment materials being clean gravel or sand, compaction by the methods above described is ineffective, compacting by those methods may, if the engineer approves, be dispensed with. In such case, however, the placing of the materials in horizontal layers will be required, the thickness of the layers to be as the engineer may order but not greater than two (2) feet.

Selection of Materials for Use in Top Portion of Roadbed:

In case materials suitable for roadbed topping are encountered in the roadbed excavation work, such materials shall, if the engineer so orders, be used as roadbed topping, being spread upon completed sections of roadbed in such thickness and to such width as the engineer may order. After having been so spread, they shall be bladed to uniform crown and smooth surface.

Where so ordered by the engineer, the contractor shall postpone excavations in materials suitable for roadbed topping, until the sections of roadbed on which the engineer desires to use the materials have been brought to grade and are ready to receive the topping.

Payment for whatever work and expense may be involved in excavating and placing the topping materials and in conducting the grading work in accordance with foregoing provisions shall be understood to be included and covered in the prices bid for the excavation and hauling items applying generally to the construction of the roadbed, and no separate or additional payments for any part of the work involved will be made.

CULVERT PIPE

Types of Pipe to Be Furnished:

In bidding on the culvert pipe items, the contractor will be expected to indicate for each size whether the pipe to be furnished in that size is to be concrete pipe or asphalt-coated corrugated iron pipe. If he does not indicate in his bid which of the two types he proposes to furnish, the type to be furnished shall be as the engineer orders.

If the contractor so desires, and so indicates in his bid, he may, in sizes 36-inch and above, furnish concrete pipe with elliptical reinforcement. If, however, he does not indicate in his bid that elliptically reinforced pipe is to be furnished, he will not be permitted to furnish pipe with elliptical reinforcement.

The contractor's indications of the kinds of pipe to be furnished must be made in the spaces provided for such indications on the bidding sheets. In that connection, the following abbreviations may be used:

Term to Be Abbreviated	Abbreviation
Asphalt-coated corrugated iron pipe	Corr. Iron
Concrete Pipe	Concrete
Elliptically Reinforced Concrete Pipe	E. R. Concrete

Specifications:

The culvert pipe to be furnished and placed under the contract shall be furnished, placed and paid for in accordance with the standard specifications for "Concrete Pipe Culverts" and "Corrugated Iron Pipe Culverts" as given in Sections 26 and 27 of the standard specification form, except as those specifications are supplemented by the following provisions.

Extra Strength Corrugated Iron Pipe:

Where the plans call for extra strength corrugated iron pipe, the pipe furnished shall be corrugated galvanized iron pipe conforming with the standard specification for "Corrugated Iron Pipe" as given in Section 52 of the standard specification form in all respects except those of gauges and weights. Extra strength corrugated iron pipe shall be fabricated from metal of the following gauges:

North Fork-Humbug Mt. Section

Diameter of Pipe	Gauge of Metal (U. S. Standard) In Pipe	In Coupling Bands
18 inches	14	12
24 "	12	10
30 "	12	10
36 "	10	12
42 "	10	12
48 "	10	12

Iron Pipe to Be Coated with Asphalt:

All corrugated iron pipe used in the work shall be coated with asphalt in the manner specified in the standard specification.

Specification for Elliptically Reinforced Concrete Pipe:

Elliptical reinforcement shall be used only in pipes having diameters of 36 inches or more.

Elliptically reinforced pipe shall meet all requirements specified for circularly reinforced pipe, except those which are inapplicable to elliptically reinforced pipe. In addition, it shall conform with and shall be placed in accordance with the following requirements:

1. The circumferential reinforcement shall be "single line" reinforcement as differentiated for the "two line" or "double line" reinforcement specified for circularly reinforced pipe.

2. The aggregate cross-section area of the circumferential reinforcement, in square inches per lineal foot of pipe, shall be not less than one-half of the cross-section area specified for circularly reinforced pipe.

3. The cage of reinforcement shall be truly elliptical in form, and shall be so placed in the shell of the pipe that at the top and bottom quarter points, the reinforcement wires or bars are not more than one inch from the inside surface of the shell, and that at the other two quarter points, the wires or bars are not more than one-inch from the outside surface of the shell.

4. The word "Bottom" shall be clearly stenciled on the inside surface of the shell at one or both of the two quarter points at which the reinforcement is within one-inch of the inside surface of the shell.

5. When the pipe is installed, it shall be installed with the side which is marked "Bottom," down, and in case inspection of the pipe after it is in place and either before or after it is filled over, discloses that any of the sections have not been so installed, the section or sections not so installed shall be taken out and reinstalled correctly at the contractor's expense.

6. Elliptically reinforced pipe shall meet the strength requirements specified for circularly reinforced pipe of the same diameter and same class (standard or extra strength).

Deep Trenching Required:

Where the depth of fill over a pipe culvert exceeds thirty (30) feet, the pipe shall be "trenched" into the original ground in such manner that the minimum depth of trench at points more than forty-five (45) feet from the end of the pipe will be at least twice the diameter of the pipe.

After the pipe has been placed in the trench, the trench shall be backfilled loosely and without compacting.

Large Corrugated Iron Pipe to Be Strutted:

Where the depth of fill over corrugated iron pipe culverts of the 42-inch size or larger is more than thirty (30) feet, the pipe shall be "strutted" in accordance with the accompanying strutting plan.

Upon completion of all other work to be done under the contract, the strutting timbers shall, unless otherwise ordered by the engineer, be removed from the pipe.

Payment for the strutting of the pipe shall be understood to be included and covered in the price bid for the pipe, and no separate or additional payment will be made for it.

BOX CULVERTS

The reinforced concrete box culverts required in connection with the project shall be constructed and paid for in accordance with the standard specifications for "Concrete for Structures" and "Metal Reinforcement" as given in Sections 34 and 35 of the standard specification form. The designs shall be as indicated by the accompanying culvert plans.

POROUS DRAIN TILE AND ROCK BACKFILL

The porous drain tile and rock backfill to be furnished under this contract shall be furnished, placed and paid for as specified in Sections 32 and 54 of the standard specification form.

MISCELLANEOUS PROVISIONS

Time of Beginning Work:

The work to be done under this contract shall be in active progress within fifteen (15) days of the date on which the award of contract is made.

Arrangements for Ingress and Egress:

The contractor will be expected to make whatever arrangements with contractors on adjoining projects, and with any others that may be concerned, are necessary in order to obtain the right and the means of ingress to and egress from the project. The State will bear no part of the cost of providing roads, or rights-of-way for roads, over which to move equipment, materials and/or supplies.

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract #1423 Ends with: Contract #1487

FLASH CARDS: Begins every Contract

Remarks:

Reel No. 15 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film MD.5 16mm

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 19 day of March, 19 80 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden

STATE OF OREGON

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Signature Scott G